

<u>Question No.</u>	<u>Question Directly from GoToWebinar Screen</u>	<u>Asker</u>	<u>RESPONSES</u>
1	When do we plan to implement an intersection improvement at Eastgate Dr and 287 across from the Patrick Henry College entrance...Tip Stinnette, Purcellville Town Council	Tip Stinnette	The intersection improvements are not part of this project. The Town is currently working to secure funding to assess the improvements needed at this intersection. The current Town plan is for FY 2025.
2	What will be the impact of the Route 7/287 Interchange Improvement on the 200+ residents of the Villages of Purcellville community? These residents are facing daily traffic congestion at 287 and Eastgate and would not want to see the improvement at Route 7/287 lead to more congestion elsewhere.	Kwasi Fraser	The improvements at the interchange do not solve the issues at the Eastgate/Route 287 intersection, however it does slightly improve it. The study/model shows that with the interchange improvements, there will be a slight improvement in the gap available and improvement on wait time at Eastgate Drive.
3	What is the Hirst Road traffic projections for 2024 and what will be contributing to that increase in traffic?	Kwasi Fraser	The traffic increase on Hirst Road is very minimal. Traffic projection for Hirst Road is 11,500 vehicles per day. The interchange at Rt 690 helps with minimizing the traffic volume growth on Hirst Road.
4	When do we plan to update the traffic study at Eastgate Drive and 287...our understanding is the current study is dated and not reflective of current traffic and fails to anticipate the likely addition of traffic impacting the intersection...it would be infrastructure malpractice to not properly sequence a signal at the intersection before improving the 7/287 intersection...a signal warrant is dependent on an up to date traffic study...Tip Stinnette,	Tip Stinnette	<p>The intersection improvements at Eastgate and Route 287 is currently not part of the scope of this project. However, in our study, we have asked for this intersection to be studied further in order to improve the current level of service during peak rush hours.</p> <p>The traffic information we used for future projection use the most current VDOT traffic counts conducted in the year 2019.</p>
5	We need a much bigger left-turn lane for north-bound motorists turning from 287 onto westbound 7. Those motorists turning left onto westbound 7 from 287 always block up the intersection at pm rush hour.	Andrew Gonzalez	The current condition has a shared left/through movement on NB Route 287 at the WB ramps intersection. The proposed design will create a dedicated left turn lane for the motorist on NB Route 287 that wish to go west on Route 7. This dedicated lane will mitigate the backup that is currently experienced and the analysis shows no spillover into the adjacent intersection.
6	Thank you all for this live overview, and thank you for the detailed explanations, Bobby. Given the anticipated increased through traffic, was any consideration given to changing the W&OD trail crossing to a tunnel or bridge? Is that on any future roadmap?	Mark Broshkevitch	The cost associated with making the W&OD trail crossing into either a tunnel or bridge is very high. As this is a SMARTSCALE project geared toward alleviating congestion at the interchange, the idea was not feasible economically.
7	What was the date of the last traffic study? The information on-line indicates 2012!	Mark Broshkevitch	The traffic study for this project was initiated in 2020 and was finalized and approved by VDOT in 2021.
8	On your website you are showing a traffic analysis study from 2012. Is there a newer traffic study available	Andrea Broshkevitch	The traffic study for this project was initiated in 2020 and was finalized last year, 2021. We utilized VDOT provided traffic counts from the year 2019.

9	Has a "traffic oval" design been considered, which would eliminate left turns and traffic lights? Such a design would be an elaboration of roundabouts. Is the discussion related to the roundabout option available for public view?	David Rubin	<p>Roundabouts have been studied as part of the IMR (Interchange Modification Report). County's ultimate configuration for Route 287 is a 4-lane divided facility with a wide landscaped median per the County Comprehensive Plan. To accommodate this, 2-lane roundabouts would be required, which would result in considerable right-of-way impacts, requiring substantial right-of-way acquisition resulting in significant cost impacts. This Smart Scale project had limited funds to provide long term improvements</p> <p>The roundabout study can be found in the IMR which is on the project page under "DOCUMENTS".</p>
10	How many participants are on this call?	Robin Bartok	There are currently 30 participants on this call not including Loudoun County and their consultant.
11	With the current level of service at F during peak periods, what additional conditions are needed to be experienced to warrant a single light at the current time. Town Manager Mekarski	David Mekarski	The warrants for signal justification are based on the MUTCD (Manual for Uniform Traffic Control Devices). There are total nine warrants in the MUTCD. Typically, VDOT requires more than a single warrant as justification for signal installation.
12	It take me 15-20 minutes trying to get out from Eastgate drive. With the new improvement I would have to cross three lanes and then to more to the last lane to get to route 7 to DC. This will be an accident waiting to happen. I do not see any improvement that you mention at all. Please explain.	Nopadol Thongpreda	Our study/model shows that with the interchange improvements, there will be a slight improvement at the Eastgate intersection. Currently, there is one through lane approaching the Eastgate intersection from the south on NB Route 287. With the improvements, there will be an additional through lane on NB Route 287 so traffic will be distributed over two lanes creating additional gaps.
13	What's the process for accelerating the VDOT Signal Justification study for Eastgate and 287 interchange?	Kwasi Fraser	The Town currently has a request for the signal at the Eastgate Dr intersection in 2024. A new traffic study with new counts and future projections will need to be performed to justify the new signal.
14	Will the WO&D trail crossings have pedestrian activated controls to interrupt the flow of traffic Manager Mekarski	David Mekarski	Yes, the W&OD trail crossings will have pedestrian activated controls and will be part of the signal timing phase.
15	This is a two-part question: 1. Could you please elaborate on your decision not to implement a series of roundabouts vs the stoplights shown in the plan? 2. Was there ever a cost analysis performed on the lifetime of a roundabout (which is essentially concrete curbs & grass) vs a computer-aided, stoplight-based interchange that requires maintenance for both the physical infrastructure & any required software? Sometimes simple can beat high tech.	Bill Alder	We developed cost estimate and the cost of installing roundabouts were much higher than the proposed design of signalized intersections. The cost of and impacts to right-of-way were significantly higher. Overall, the cost benefit analysis did not show that a two lane roundabout was more feasible than the proposed signal.
16	Perhaps you want to mention to them that COVID made traffic counts difficult when looking at dates so the % increase is an important fact.	Robin Bartok	Traffic data for existing condition (Pre-COVID data) were provided by VDOT. Based on the travel demand forecasting, a growth rate was applied to the existing traffic volumes to project future year traffic volumes.

17	Has there been a traffic study for how this will affect the neighboring residents and Patrick Henry College?	Stanley J Milan	Yes, we have conducted a traffic study (IMR) in 2020 and it shows that the interchange improvements will slightly improve traffic for the residents. On the contrary, the no-build condition of the interchange improvements will result in much worse traffic conditions for the residents.
18	Did the updated traffic analysis constrain itself to the scope of the project or did it include the entire corridor beyond the explicit scope of the project? Tip Stinnette	Tip Stinnette	The analysis was limited to the scope of the project.
19	Can you explain how traffic gaps will be created by the proposed improvements to safely make a left hand turn at Eastgate without a traffic signal at this intersection?	David Mekarski	Our study/model shows that with the interchange improvements, there will be a slight improvement at the Eastgate intersection. Currently, there is one through lane approaching the Eastgate intersection from the south on NB Route 287. With the improvements, there will be an additional through lane just north of the intersection for NB Route 287 so the traffic will be spread/distributed to the second lane thus creating additional gaps for the left turning movements from Eastgate heading north on Route 287. Without the project improvements, delays will be higher.
20	Things have changed since the last study was done happened. Patrick Henry is planning on building additional dorms.	Stanley J Milan	Our study was performed in 2020 and our model accounts for future growth based on approved land use and density.
21	The Berlin Turnpike and Hirst intersection will have a right turn lane going south. This new turning lane will create more traffic on this street and will create a berlin turnpike crossing to be more hazardous for residents leaving the Kings bridge development. What is planned for this potential problem?	Stanley J Milan	Adding a turn lane on Hirst road for traffic heading southbound on Route 287 does not result in increased traffic volume. The volume would remain the same based on future growth.  The Town is performing a study and is working on securing funding to make improvements to the Eastgate intersection.
22	Do you really need a pedestrian crossing for Hirst road? Won't this create more delays for traffic?	Ben Mitchell	A pedestrian crossing of Hirst road will not add more delays since it will be in conjunction with the green time for Route 287 through movements. The signalized pedestrian crossing will improve safety and it will accommodate the proposed shared use path on the west side of Route 287.
23	Looking forward to the flashing signal on Hirst!	Mark Broshkevitch	Noted
24	this project will impact those who live in this development (Kingsbridge)	Stanley J Milan	The Town is currently working to secure funding to assess the improvements needed at Eastgate Drive intersection. The current Town plan is for FY 2025.
25	We live on the corner of Hirst & 287. We reached out to the team concerning our ingress and egress of our home and the placement and postal access to our mailbox. We reached conceptual agreement on solutions. Has there been any progress on those ideas?	Geni Hall	The questions/discussion have been logged and we anticipate providing a combination of signing and pavement marking at the entrance to improve access. The updated plans will show these revisions and you will be contacted by the County to discuss a temporary easement to allow construction of these improvements.
26	Appreciate you all sticking around to answer all of our questions. Thank you Mark, Bobby, and Hari.		Noted

<u>Question No.</u>	<u>Questions from Emails</u>	<u>Asker</u>	<u>RESPONSES</u>
---------------------	------------------------------	--------------	------------------

<p><b>E1</b></p>	<p>My main concern is regarding Ramp C. I believe it is problematic to have a 3-lane merge ramp onto a 2-lane highway. This is creating significantly more merge conflicts zones and I suspect will lead to higher merge related accidents.</p> <p>I fear that there will be temptation for aggressive passing on the left merge lanes, significantly complicating the situation for drivers in the far right lane. This will be further aggravated by heavy rt 7 use during rush hours, where merging onto rt. 7 can already be difficult.</p>	<p>Luke McHale</p>	<p>There are 3 lanes on Ramp C that will merge into one lane that then merges onto Route 7. However, the merging of the 3 lanes are done individually prior to the final merge onto Route 7.</p> <p>The left most lane on Ramp C will merge into the middle lane first. Then the right most lane will merge into the middle lane. This middle lane then will merge onto Route 7. Each merge will have the adequate gap distance and space for a safe merge and each lane will have the adequate lane taper length as required by VDOT and AASHTO.</p>
<p><b>E2</b></p>	<p>PAVE THE SHOULDER FOR ACCESS TO RT 7!!!</p> <p>This is the stupidest interchange ever!! Traffic is always a mess here</p>	<p>Shannon Scharrer</p>	<p>The project will have the shoulder paved per the VDOT requirements and improve traffic operation and safety for all users.</p>
<p><b>E3</b></p>	<p>Dear DTCL, my name is Andrea Broshevitch. I live at 17177 Pickwick Drive in the Villages of Purcellville neighborhood in a property that backs to Hirst Road. My neighborhood as well as the Kingsbridge and Kingsbridge Manor neighborhoods have only two exits, at the intersection of Rt 287 and Eastgate Drive across from the entrance to Patrick Henry College and at Pickwick Dr and East Main St. Although, the Rt 7/287 Interchange Improvements project is much needed to relieve congestion near the intersection, it is going to make it more difficult and dangerous for these three neighborhoods to make a left turn onto Rt 287 from Eastgate Drive. It is also extremely difficult to make a left turn at the second exit at Pickwick Dr and East Main St therefore, leaving few options for residents of these neighborhoods.</p> <p>Therefore, these are my concerns and requests associated with the Route 7/287 Interchange Improvements project.</p> <p>1.The project is going to be adding a second north bound through lane on Rt 287 and a right turn lane on Hirst Road going southbound on Rt 287.</p> <p>a. These two additions will help in keeping the traffic flowing on Rt 287 and from keeping Hirst Rd from backing up but it will make it even more difficult to make the left turn out of my neighborhood than it already is – a maneuver that often takes several minutes to safely complete.</p> <p>1.With the interchange improvements I will now have to manage 4 lanes of traffic and there will be less breaks in traffic. As well as, contend with the vehicles departing Patrick Henry's main entrance.</p> <p>1. There are also plans in work to add five new dormitories at Patrick Henry which will also add more cross traffic to the Rt 287 corridor.</p> <p>ii. In addition, there will be a constant flow of traffic flowing southbound on Rt 287 due to the new Hirst Road right hand turn lane.</p> <p>b. It is my understanding the Towns Director of Engineering requested for the County to do a Rt 287 corridor study but it was deemed not within the scope of work. A traffic light, circle or some other solution needs to be done at this intersection with this project as the negative impacts to the approximate 1000 residents of the Kingsbridge, Kingsbridge Manor, Villages of Purcellville neighborhoods and Patrick Henry College must be considered.</p> <p>2. The project also adds a turn lane onto west bound Hirst Road. It will end at the W&amp;OD Trail crossing where the current speed limit is 45 mph on Hirst Road.</p> <p>a. The vehicles traveling west bound on Hirst Road are driving up an incline and are accelerating as fast as they can to get to 45 mph and are not paying attention to the trail crossing. Now a merge lane is being added in the same area. As a daily user of the W&amp;OD trail I cannot tell you how many times I have started across Hirst Rd just to retreat back to safety because a car is traveling to fast for me to make it across the road. Or, while focused on the vehicle accelerating up the road from Rt 287 you fail to recheck for east bound Hirst Rd traffic that is also traveling at 45+ mph – just more silently.</p> <p>i. An easy solution would be to lower the speed limit on Hirst Rd from Rt 287 to after the W&amp;OD Trail crossing to 25 mph to make motorists more aware of the crossing and give trail users a raised margin of safety. Once again, it is my understanding, the Town's Engineer, requested for the speed to be decreased at this location and was told it would not happen with his project.</p> <p>Please consider for something to be done with the Rt 287/Eastgate Intersection (at a minimum a Rt 287 corridor study) and for a reduction of speed on Hirst Road in the area of the W&amp;OD Trail crossing with this project and not have these improvements occur 3, 4, 5+ years down the road after a fatal accident has occurred.</p> <p>Thank you for your consideration, Andrea Broshevitch</p>	<p>Andrea Broshevitch</p>	<p>Eastgate Drive &amp; Route 287 ultimate intersection improvements are outside the limits identified in the SMART SCALE funding application and logical termini of the Route 7 Route 287 Interchange Project. We studied the traffic along the corridor in the vicinity of the intersection including a signal warrant analysis, which resulted in the 2044 build condition not meeting the warrants for a signal at this intersection. We did recommend VDOT and the County to reevaluate in 2023 signal warrant analysis at this intersection to address future traffic growth and access needs based on current delays for the side streets.</p> <p>The County has a separate ongoing project that will be installing rectangular rapid flashing beacons (RRFB) and re-aligning the W&amp;OD trail to be more perpendicular to Hirst Road at this crossing.</p>

<p><b>E4</b></p>	<p>As a resident of the Villages of Purcellville backing Hirst Road and a frequent W&amp;OD trail user I have several concerns with this project.</p> <p>1. The traffic study for the project dates to 2012 and projects traffic only to 2014. This is wholly inadequate for the realities of traffic in 2022! The volume of traffic on 287 and the timing of the existing lights at Hirst Rd and the Purcellville Gateway make it extremely difficult to turn left from Eastgate Dr to NB Rt 287. It frequently takes several minutes to make this turn safely. The Main St and Pickwick Drive exit is not much better. Further prioritizing traffic flow on Rt 287 will only make this worse. Recommend an updated traffic study. Re-timing the lights to create traffic gaps both ways or a light at Eastgate Dr. are possible solutions.</p> <p>2. The W&amp;OD trail crossing at Hirst Rd is already dangerous. The new dedicated right turn lane from SB 287 to Hirst Rd is going to make this worse as WB Hirst Rd traffic will be carrying greater speed on to Hirst Rd. Recommend lowering the Hirst Rd speed limit to 25mph until after the W&amp;OD trail intersection so that trail traffic is not trying to cross in the face of 45+ mph traffic both ways. With the number of times I have heard traffic accelerate behind my house up Hirst Rd followed by the squeal of brakes as they try to stop for someone crossing the road it is amazing that no one has been killed to date - but is likely only a matter of time.</p> <p>3. The W&amp;OD trail crossing at Rt 287 is dangerous as NB 287 traffic from the Rt 7 offramp routinely ignores the stop sign at the end of the ramp. I have had close calls when crossing with an active walk signal for the trail and have someone barrel down the ramp - not even bothering to look right - requiring me to swerve back to the shoulder to avoid being hit. A separate light for the turn lane timed with the walk signal would perhaps help the problem.</p>	<p>Mark Broshkevitch</p>	<p>The traffic study for this project was performed in 2020 and was approved by VDOT in 2021.</p> <p>The County currently has a project that will install RRFB and re-align the W&amp;OD trail more perpendicular to Hirst Road to improve pedestrian safety at that crossing.</p> <p>The RTL (right turn lane) from WB Route 7 exit ramp is being modified to bring the movement closer to the corner to improve safety and visibility. The signalized crossing for the pedestrians will be shorter in distance and improve safety for users of the W&amp;OD trail.</p>
<p><b>E5</b></p>	<p>Good afternoon,</p> <p>I and my family are residents of the Villages at Purcellville subdivision. Please do something for our intersection (Eastgate/287) as part of the 7/287 interchange project. When it's rush hour, it's not uncommon that I will turn right off of Eastgate and take the traffic circle all the way back around onto 287 North to get to Rt 7 just because I feel unsafe turning left.</p> <p>The proposed changes will make that turn even more difficult and dangerous. Please help keep our neighborhood safe and livable by including us in the traffic project. Whether that is a stoplight, traffic circle, or something else, anything would be better than this dangerous situation becoming even worse. Please don't wait for a deadly crash at this intersection to take action.</p> <p>Thank you, Allison Fetch</p> <p>17456 Aldershot Pl Purcellville, VA 336-508-2610</p>	<p>Allison Fetch</p>	<p>The Town is currently working on securing funding to perform the improvements at the Eastgate Drive intersection. This intersection is outside the defined limits of the project.</p>
<p><b>Question No.</b></p>	<p><b>Meeting/Discussion with 1250 Hirst Road Residence</b></p>	<p><b>Asker</b></p>	<p><b>RESPONSES</b></p>
<p><b>H1</b></p>	<p>They are worried about their ingress and egress on Hirst Road since there will be added lanes on Hirst Road and they currently have problems when traffic queues in front of their entrance.</p>	<p>Geni &amp; Earl Hall</p>	<p>VDOT does not support using stop bar in front of private entrances. Alternatively, we will evaluate possible use of appropriate signage such as "Do Not Block Driveway" on Hirst Road to alert motorists from blocking the driveway.</p>

<b>H2</b>	Mailbox Existing location on the west side near entrance and trail will be impacted by new trail location. The driver currently drives on existing trail to deliver mail which will be impacted by the new ditch between the trail and roadway. Cannot be moved to other side of the road for safety.	Geni & Earl Hall	We will study the possibility of extending the culvert and adding pavement at the trail driveway intersection to improve the existing conditions so that the mail carrier can access the mailbox from the vehicle safely. Location to be approved by County and VDOT.
<b>H3</b>	They are worried about the tree covers that will be removed with the construction of the work near their property and along the west side of Route 287 between Hirst Road and Eastgate.	Geni & Earl Hall	The current design as requested by Town of Purcellville calls for trees and bushes to be planted in this area.
<b>H4</b>	They are worried about their overland water flow since the trail will be built.	Geni & Earl Hall	Designer will ensure that overland flow is maintained in the area and the existing situation is not made worse.
<b>H5</b>	They asked about the possibility of improve ingress and egress to their property by adding an extension of their driveway onto Route 287. This would be a new entrance on Route 287 in addition to the one on Hirst Rd	Geni & Earl Hall	An entrance to/from Route 287 is not feasible. VDOT does not accept additional entrances to properties if there is already an acceptable entrance to the property. In addition, a new driveway connection to Route 287 will further impact tree coverage.

<u>Question No.</u>	<u>Verbal Questions from GoToWebinar</u>	<u>Asker</u>	<u>RESPONSES</u>
V1	My question is for traffic traveling westbound and exiting onto Berlin Turnpike and wanting to go north and taking the right. When I first am at that intersection and I approached the right turn it took me by surprise there was a stop sign there. It's not the norm to have a stop sign when you're making a right, especially when there's a green light taht says you can go straight and left. The first part is will there still be a stop sign there after this? And I guess the second part, if it will be there is there any type of consideration given to giving advance notice that traffic turning right will be coming up to a stop sign?	Bob Deluca	The RTL (right turn lane) from WB Route 7 exit ramp is being redesigned to bring the traffic to a signalized stop. Also, the W&OD crossing at the intersection will be re-aligned to allow for shorter and more visible crossing to improve safety.
V2	As someone using this interchange as a cyclist, I was concerned about the channelized right turn on the westbound off ramp. If you are going to fix that with bringing a right lane to a signal, fantastic. I would suggest you add perhaps a sign that says " No Right Turn When Pedestrians are Present."  Similarly, the right-turn lane, that channelized right onto Hirst, because of the new trail where the trail crossing, I think that channelized right turn is a recipe for disaster. If you could modify to where the right-turn lane T's into Hirst Road at the signal, and drivers have to turn right and acknowledge that there is a pedestrian crossing there -- it would also help if there was a sign that said "No Right Turn When Pedestrians Are Present."  Finally, on the northbound, two right turn exits onto the eastbound Route 7 bypass, I am a little concerned that capacity improvement will encourage speeding vehicles through the entire interchange. I would encourage you to look at the traffic, again, especially post-pandemic traffic and perhaps go down to one lane instead of two right-turn lanes.	John Martin	We will incorporate the "No Right Turn When Pedestrians are Present".  We will reduce the right turn radius on Hirst Road and tighten the channelizing island in order to reduce vehicle speed. We will revise the crosswalk located across channelized right turn lane to make it perpendicular to the travel lane. This will provide better sight distance to motorists and improve safety. In addition, we will signalize the crosswalk located across channelized right turn lane to provide signalized crossing. The pedestrian signals will be actuated so that they do not adversely impact traffic operations during every signal cycle. Pedestrian signals will only turn ON if there is a pedestrian call via push buttons.  The forecasted traffic volume necessitate the dual right turns onto the Rt7 EB entrance ramp in order to improve the level of service.

V3	<p>So again, I am pleased to hear about the improvements on the W&amp;OD Trail crossing 287 at the northbound turn lane.</p> <p>My second concern is still the Hirst Road crossing just outside of your project area. That is a 45 mph on that road and you have now enabled with that dedicated right-turn lane basically to slingshot traffic onto Hirst Road. They basically achieve 45 or 45 plus right about where the bike trail crosses. SO that is a very touchy crossing there. Speed is of the essence on that section of road.</p> <p>I submitted some written suggestions that maybe you consider a 25 mph speed limit until you get past the W&amp;OD Trail to try to calm down the traffic on that corner.</p> <p>I understand you now have the crossing at the corner. I am always very skeptical about crossing traffic right in front of lights because it requires all of those drivers to be paying attention before you go across there.</p>	Mark Baklovich	<p>The County has a project that will be add RRFB (flashing beacon), and re-align the crossing to be more perpendicular for the W&amp;OD crossing on Hirst Road that is west and outside of this project.</p> <p>The suggestion about lower the speed will be reviewed as part of a speed study that is usually done after the completion of the improvements. If the speed study provides the suggestion, it will then be acted upon. Also, since this is within the Town limits, it will need to be discussed with the Town.</p>
V4	<p>What is the time frame for that RRFB modification crossing at Hirst Road? Do we have a time frame for that?</p>	James Zeller	<p>It is currently scheduled to start within the next 18 to 24 months. So it will probably be in place prior to the interchange improvements being completed.</p>
V5	<p>My question is the traffic that will flow from Hirst Road making a right-hand turn onto Berlin Turnpike going south on Berline Turnpike. That will increase the traffic flow south to the housing development Kingsbridge. They already are having difficulty crossing that intersection right now without the improvements in the traffic. With the new right-hand turn spilling more traffic onto Berlin Turnpike what is in the plans to mitigate that additional traffic flow that will restrict the people leaving the housing development to get on the Berlin Turnpike going north.</p> <p>Also, Patrick Henry College is looking at adding more dormitories to their campus which will also increase the traffic onto Berlin Turnpike. Right now if the citizens want to cross Berlin Turnpike most of them make a right-hand turn on the Berlin Turnpike, go down to the Catocin Circle, come around then go north. It is very difficult for them to cross that intersection where they are exiting their property to go north on the Berlin Turnpike. What is the plan for that additional traffic flow?</p>	Stanley Milan	<p>The addition of the right-turn lane from Hirst Road to southbound Berlin Turnpike will not increase traffic volume on Berlin Turnpike.</p> <p>As part of our analysis, we evaluated the intersection at Eastgate Drive and we recommended further analysis in future for signal installation. The warrants to justify a signal are currently not met. Our analysis does show a slight improvement at this intersection with the interchange improvements.</p> <p>This intersection is outside of the scope of this project. However, the Town has a request for a signal at this intersection for FY 2025.</p>
V6	<p>With the current Level of Service at F at Eastgate and 287 what additional conditions are needed to warrant a signal? I just want to have a good explanation of that for our public and our 1000 residents coming out of Eastgate.</p> <p>And then you had also communicated gaps would be created after the project is completed. That there should be ample opportunity to make safe left-hand turns without signalization. So I was wondering if you could explain to our public how those gaps would be created by your project improvements for those left-hand turn movement coming from Eastgate to 287.</p>	David Merkaski	<p>There are a total of nine warrants. There are different volume warrants such as eight hour warrants, four hour warrants, pedestrian warrants and etc. The warrant conditions vary based on two-lane road versus four-lane roads, what type of number of lanes are on the side streets. Volume on the main line as well as volume on the side streets. So there are charts in the MUTCD that show these standards. Based on the volume characteristics and number of lanes of that roadway at the intersection we decide whether the warrant is met or not. At this point, Eastgate intersection does not meet the warrant for a signal.</p> <p>The existing condition of northbound Route 287 approaching Eastgate/Patrick Henry Drive is one left turn lane, one through lane and one right turn lane into Patrick Henry College. Due to addition of second through lane on northbound Route 287, traffic will be idistributed over two lanes and it will help creating more gaps whereas currently, traffic is single piling due to one lane.</p>

V7	What is the process for accelerating the VDOT signal justification study for Eastgate 287 interchange?	Kwasi Fraser	The Eastgate/Route 287 intersection is part of a separate project in the developmental stage and that would be an appropriate way to achieve the VDOT signal justification for that intersection.
----	--	--------------	---

<u>Question No.</u>	<u>Comment Form via Loudoun County Site</u>	<u>Asker</u>	<u>RESPONSES</u>
CF 1	<p>My main concern is regarding Ramp C. I believe it is problematic to have a 3-lane merge ramp onto a 2-lane highway. This is creating significantly more merge conflicts zones and I suspect will lead to higher merge related accidents.</p> <p>I fear that there will be temptation for aggressive passing on the left merge lanes, significantly complicating the situation for drivers in the far right lane. This will be further aggravated by heavy rt 7 use during rush hours, where merging onto rt. 7 can already be difficult.</p> <p>I fear that there will be temptation for aggressive passing on the left merge lanes, significantly complicating the situation for drivers in the far right lane. This will be further aggravated by heavy rt 7 use during rush hours, where merging onto rt. 7 can already be difficult.</p>	Luke McHale	<p>There are 3 lanes on Ramp C that will merge into one lane that then merges onto Route 7. However, the merging of the 3 lanes are done individually prior to the final merge onto Route 7.</p> <p>The left most lane on Ramp C will merge into the middle lane first. Then the right most lane will merge into the middle lane. This middle lane then will merge onto Route 7. Each merge will have the adequate gap distance and space for a safe merge and each lane will have the adequate lane taper length as required by VDOT and AASHTO.</p>
CF 2	<p>PAVE THE SHOULDER FOR ACCESS TO RT 7!!!</p> <p>This is the stupidest interchange ever!! Traffic is always a mess here</p>	Shannon Scharrer	The project will have the shoulder paved per the VDOT requirements.
CF 3	<p>As a resident of the Villages of Purcellville backing Hirst Road and a frequent W&amp;OD trail user I have several concerns with this project.</p> <p>1. The traffic study for the project dates to 2012 and projects traffic only to 2014. This is wholly inadequate for the realities of traffic in 2022! The volume of traffic on 287 and the timing of the existing lights at Hirst Rd and the Purcellville Gateway make it extremely difficult to turn left from Eastgate Dr to NB Rt 287. If frequently takes several minutes to make this turn safely. The Main St and Pickwick Drive exit is not much better. Further prioritizing traffic flow on Rt 287 will only make this worse. Recommend an updated traffic study. Re-timing the lights to create traffic gaps both ways or a light at Eastgate Dr. are possible solutions.</p> <p>2. The W&amp;OD trail crossing at Hirst Rd is already dangerous. The new dedicated right turn lane from SB 287 to Hirst Rd is going to make this worse as WB Hirst Rd traffic will be carrying greater speed on to Hirst Rd. Recommend lowering the Hirst Rd speed limit to 25mph until after the W&amp;OD trail intersection so that trail traffic is not trying to cross in the face of 45+ mph traffic both ways. With the number of times I have heard traffic accelerate behind my house up Hirst Rd followed by the squeal of brakes as they try to stop for someone crossing the road it is amazing that no one has been killed to date - but is likely only a matter of time.</p> <p>3. The W&amp;OD trail crossing at Rt 287 is dangerous as NB 287 traffic from the Rt 7 offramp routinely ignores the stop sign at the end of the ramp. I have had close calls when crossing with an active walk signal for the trail and have someone barrel down the ramp - not even bothering to look right - requiring me to swerve back to the shoulder to avoid being hit. A separate light for the turn lane timed with the walk signal would perhaps help the problem.</p>	Mark Broshkevitch	<p>The traffic study for this project was performed in 2020 and was recently approved last year, 2021.</p> <p>The County currently has a project that will install RRFB and re-align the W&amp;OD trail more perpendicular to Hirst Road to improve pedestrian safety at that crossing.</p> <p>The RTL (right turn lane) from WB Route 7 exit ramp is being redesigned to bring the traffic to a signalized stop and the W&amp;OD crossing at the intersection will be re-aligned to allow for a safer crossing.</p>
CF 4	I could not tell from the plan what safety measures will be put in place to protect WO&D users from people coming off of westbound Route 7 and turning right onto northbound 287. Concerned that people could get hit by a car. Is there a plan for a light and/or no turn on red plan? Thanks.	Tammy Jencen	The RTL (right turn lane) from WB Route 7 exit ramp is being redesigned to bring the traffic to a signalized stop and the W&OD crossing there will be re-aligned to allow for a safer crossing.



CF 5	<p>Greetings. I'm a resident of Loudoun County in the Purcellville area, and I travel through this interchange nearly every day by vehicle. I also ride my bike through the interchange, often with my grandson (who's 11 now).</p> <p>Regarding the current proposed design of this interchange improvement project, I support the need to create a northbound left turn lane for traffic turning onto westbound Route 7 Bypass. The turn lane will help the northbound through traffic get through the intersection more efficiently and help to stop vehicles from using the gravel shoulder, going around the right side of the vehicles trying to turn left there.</p> <p>As for other aspects of the design, please modify the design to provide a safer solution for pedestrians and bicyclists and a design that encourages slower vehicle speeds on Route 287 within the interchange. Specific design changes requested:</p> <ol style="list-style-type: none"> <li>1. North side of interchange: <ol style="list-style-type: none"> <li>a. Realign the W&amp;OD trail crossing to be more perpendicular to Route 287 (shorten the crossing distance)</li> <li>b. Remove the channelized right-turn lane and the island (remove the near-free flowing condition over the trail crossing where the stop sign that is often ignored)</li> <li>c. Add sign: "No Right Turn on Red when Pedestrians are Present"</li> </ol> </li> <li>2. On southbound Route 287, right turn lane at Hirst Road: Given that a shared use path is supposed to be added to the west side of Route 287 and thus a crosswalk/trail crossing would be added across Hirst Road at this intersection, remove the channelized right-turn lane and the island (remove the near-free flowing traffic condition over the planned crosswalk) and add sign: "No Right Turn on Red when Pedestrians are Present" (Cars need to slow down here.)</li> <li>3. On the southeast side of the interchange, please do not build two right turn lanes for northbound Route 287 traffic turning to eastbound Route 7 bypass. Too much capacity, and the current design encourages higher vehicle speeds!</li> </ol> <p>Thanks!</p>	John Martin	<ol style="list-style-type: none"> <li>1. The RTL (right turn lane) from WB Route 7 exit ramp is being redesigned to bring the traffic to a signalized stop and the W&amp;OD crossing there will be re-aligned to allow for a safer crossing.</li> <li>2. We will reduce the right turn radius on Hirst Road and tighten the channelizing island in order to reduce vehicle speed. We will revise the crosswalk located across channelized right turn lane to make it perpendicular to the travel lane. This will provide better sight distance to motorists and improve safety. In addition, we will signalize the crosswalk located across channelized right turn lane to provide signalized crossing. The pedestrian signals will be actuated so that they do not adversely impact traffic operations during every signal cycle. Pedestrian signals will only turn ON if there is a pedestrian call via push buttons.</li> <li>3. The forecasted traffic volume necessitate this in order to improve the level of service.</li> </ol>
------	---	-------------	--

<u>Question No.</u>	<u>Email/LEX/Other Submission Comments</u>	<u>Asker</u>	<u>RESPONSES</u>
ELO 1	<p>Dear Mr. Pozzouli, could the date change for this meeting? It is happening the week spring break is in Loudoun and I'll be out of town as I know many others will be as well . Being how critical this project is to our community a better week would be appropriate. Plus the design of adding traffic lights and not considering roundabouts in some locations seems to me will only exacerbate the traffic congestion and frustration experienced at this intersection.</p> <p>Thank you for your consideration.</p> <p>Tammy Jencen</p>	Tammy Jencen	<p>Unfortunately, the meeting has to be held as is since the date is set with advertisement and other info sent out already. The hearing is being recorded so you can review and provide comment at any time during the review period. We can also be available to answer any questions you have before or after the hearing.</p>


<p>ELO 2</p>	<p>Dear DTCl, my name is Andrea Broshkevitch. I live at 17177 Pickwick Drive in the Villages of Purcellville neighborhood in a property that backs to Hirst Road. My neighborhood as well as the Kingsbridge and Kingsbridge Manor neighborhoods have only two exits, at the intersection of Rt 287 and Eastgate Drive across from the entrance to Patrick Henry College and at Pickwick Dr and East Main St. Although, the Rt 7/287 Interchange Improvements project is much needed to relieve congestion near the intersection, it is going to make it more difficult and dangerous for these three neighborhoods to make a left turn onto Rt 287 from Eastgate Drive. It is also extremely difficult to make a left turn at the second exit at Pickwick Dr and East Main St therefore, leaving few options for residents of these neighborhoods.</p> <p>Therefore, these are my concerns and requests associated with the Route 7/287 Interchange Improvements project.</p> <p>1.The project is going to be adding a second north bound through lane on Rt 287 and a right turn lane on Hirst Road going southbound on Rt 287.</p> <p>a.These two additions will help in keeping the traffic flowing on Rt 287 and from keeping Hirst Rd from backing up but it will make it even more difficult to make the left turn out of my neighborhood than it already is – a maneuver that often takes several minutes to safely complete.</p> <p>I.With the interchange improvements I will now have to manage 4 lanes of traffic and there will be less breaks in traffic. As well as, contend with the vehicles departing Patrick Henry's main entrance.</p> <p>1.There are also plans in work to add five new dormitories at Patrick Henry which will also add more cross traffic to the Rt 287 corridor.</p>	<p>Andrea Broshkevitch</p>	<p>Eastgate Drive &amp; Route 287 Ultimate Intersection improvements are outside the limits identified in the SMART SCALE funding application and logical termini of the Route7 Route 287 Interchange Project. We studied the traffic along the corridor in the vicinity of the intersection including a signal warrant analysis which resulted in the 2044 build condition not meeting the warrants for a signal at this intersection. We recommended VDOT and the County to reevaluate the need for signal at the Project completion in year 2023 to address future traffic growth and access needs based on current delays at the side streets.</p> <p>The County has a separate ongoing project that will be installing rectangular rapid flashing beacons (RRFB) and re-aligning the W&amp;OD trail to be more perpendicular to Hirst Road at this crossing.</p>
<p>ELO 2 continue</p>	<p>ii.In addition, there will be a constant flow of traffic flowing southbound on Rt 287 due to the new Hirst Road right hand turn lane.</p> <p>b.It is my understanding the Towns Director of Engineering requested for the County to do a Rt 287 corridor study but it was deemed not within the scope of work. A traffic light, circle or some other solution needs to be done at this intersection with this project as the negative impacts to the approximate 1000 residents of the Kingsbridge, Kingsbridge Manor, Villages of Purcellville neighborhoods and Patrick Henry College must be considered.</p> <p>2.The project also adds a turn lane onto west bound Hirst Road. It will end at the W&amp;OD Trail crossing where the current speed limit is 45 mph on Hirst Road.</p> <p>a.The vehicles traveling west bound on Hirst Road are driving up an incline and are accelerating as fast as they can to get to 45 mph and are not paying attention to the trail crossing. Now a merge lane is being added in the same area. As a daily user of the W&amp;OD trail I cannot tell you how many times I have started across Hirst Rd just to retreat back to safety because a car is traveling to fast for me to make it across the road. Or, while focused on the vehicle accelerating up the road from Rt 287 you fail to recheck for east bound Hirst Rd traffic that is also traveling at 45+ mph – just more silently.</p> <p>I.An easy solution would be to lower the speed limit on Hirst Rd from Rt 287 to after the W&amp;OD Trail crossing to 25 mph to make motorists more aware of the crossing and give trail users a raised margin of safety. Once again, it is my understanding, the Town's Engineer, requested for the speed to be decreased at this location and was told it would not happen with his project.</p> <p>Please consider for something to be done with the Rt 287/Eastgate Intersection (at a minimum a Rt 287 corridor study) and for a reduction of speed on Hirst Road in the area of the W&amp;OD Trail crossing with this project and not have these improvements occur 3, 4, 5+ years down the road after a fatal accident has occurred.</p> <p>Thank you for your consideration, Andrea Broshkevitch</p>	<p>Andrea Broshkevitch</p>	<p>See response above</p>

<p>ELO 3</p>	<p>To whom it may concern,</p> <p>Some of the proposed "improvements" are helpful, others are not.</p> <p>Expanded pedestrian access would be welcome in this area. However, the widening of ramps and turn lanes runs counter to constructive placemaking. By making it easier for cars to travel through the town of Purcellville you create demand. The effect of this increase in demand, after the roadways are widened and made more convenient for increased use, is that the stated goals of road widening remain unfulfilled.</p> <p>Our approach to cars, in the post-war era at least, has been based on an assumption that there is some sort of magic percentage of land that must be paved over to fit cars (both when stationary and when moving) and then we will somehow enter a car utopia where we can zip from point A to point B without a care in the world. In this "cartopia," as it were, we have our cake and eat it too. We have fun and vibrant communities but we can leave them and enter them without a hint of traffic. Nothing seems further away from our lived reality. The truth is, that there is likely not some fixed amount of cars that will traverse a certain area regardless of road conditions. We can induce (and reduce) demand for cars by how we accommodate cars. Folks will substitute personal car rides for bus rides, bike rides, walks, and ride shares when convenient. And these become relatively more convenient when movement by car starts to become relatively less convenient. Cars, as necessary as they are, have the potential to erode places by slow but persistent changes that widen roadways, expand parking lots and hollow out the places we call home—changing our 'places to live' to 'places to leave' (preferably by car).</p>	<p>Christopher Stevenson</p>	<p>The improvements at this interchange are needed to alleviate congestion and improve traffic operation and safety. Our analysis shows that leaving this interchange as is "no build condition" will further exacerbate the existing delays and queue length and will adversely impact the safety in the area of the interchange.</p>
<p>ELO 3 continue</p>	<p>The concept of induced demand not only has an effect on the quality of life of our town, it has a general effect on our localized efforts at minimizing carbon emissions to mitigate rapid climate change. Smart Growth America states it succinctly and clearly: "Even if we hit the most ambitious targets for changing our cars and trucks over to electric vehicles, we will fail to meaningfully reduce emissions from transportation without confronting this simple fact: new roads always produce new driving. This costly feedback loop referred to as "induced demand" is the invisible force short-circuiting the never-ending attempts to eliminate congestion by building or expanding roads."</p> <p>Instead of pouring money into wider roads that won't and can't solve the problem of congestion (as congestion is simply a feature of heavily used roadways when intensively used) we should take the concept of induced demand seriously. This will ensure that any road widening or creation will be fiscally and environmentally responsible and responsive. This in turn will create a virtuous cycle.</p> <p>As congestion is treated as a complex problem (not a simple and non-dynamic problem to be quickly solved by newer and wider roads) we will look to a wider array of tools—concepts such as encouraging active transportation, improving and regularizing public transportation, and shifting toward mixed-use development patterns. And these tools are integral to constructive placemaking. While road building necessarily shrinks place, these other methods can expand and deepen place. Furthermore, these tools and methods mentioned as alternatives to default road widening and creation build off of each other in a mutualistic relationship. Active transportation (in other words, walking and biking) encourages mixed-use patterns of development as increased foot traffic induces traditional mixed-use methods of development (for a local example, see 21st Street). Relatively dense and mixed-use development can in turn stimulate demand for public transportation if these denser patterns of development place limits on parking and create the need for alternative methods of transportation.</p> <p>Chris Stevenson Purcellville, VA</p>	<p>Christopher Stevenson</p>	<p>See response above.</p>

<p>ELO 4</p>	<p>To whom it may concern,</p> <p>These proposed "improvements" are a mixed bag. Expanded pedestrian access, if well-designed, would be welcome in this area. However, the widening of ramps and turn lanes runs counter to constructive placemaking. What I mean by that is that by making it easier for cars to travel through the town of Purcellville you, in effect, induce demand for these roadways. The effect of this increase in demand, after the roadways are widened and made more convenient for increased use, is that the stated goals of road widening remain unfulfilled.</p> <p>Our approach to cars, in the post-war era at least, has been based on an assumption that there is some sort of magic percentage of land that must be paved over to fit cars (both when stationary and when moving) and then we will somehow enter a car utopia where we can zip from point A to point B without a care in the world. In this "cartopia," as it were, we have our cake and eat it too. We have fun and vibrant communities but we can leave them and enter them without a hint of traffic. Nothing seems further away from our lived reality. The truth is, that there is likely not some fixed amount of cars that will traverse a certain area regardless of road conditions. We can induce (and reduce) demand for cars by how we accommodate cars. Folks will substitute personal car rides for bus rides, bike rides, walks, and ride shares when convenient. And these become relatively more convenient when movement by car starts to become relatively less convenient. Cars, as necessary as they are, have the potential to erode places by slow but persistent changes that widen roadways, expand parking lots and hollow out the places we call home—changing our 'places to live' to 'places to leave' (preferably by car).</p>	<p>Adam Stevenson</p>	<p>The improvements at this interchange are needed to alleviate congestion and improve traffic operation and safety. Our analysis shows that leaving this interchange as is "no build condition" will further exacerbate the existing delays and queue length and will adversely impact the safety in the area of the interchange.</p>
<p>ELO 4 continue</p>	<p>The concept of induced demand not only has an effect on the quality of life of our town, it has a general effect on our localized efforts at minimizing carbon emissions to mitigate rapid climate change. Smart Growth America states it succinctly and clearly: "Even if we hit the most ambitious targets for changing our cars and trucks over to electric vehicles, we will fail to meaningfully reduce emissions from transportation without confronting this simple fact: new roads always produce new driving. This costly feedback loop referred to as "induced demand" is the invisible force short-circuiting the never-ending attempts to eliminate congestion by building or expanding roads."</p> <p>Instead of pouring money into wider roads that won't and can't solve the problem of congestion (as congestion is simply a feature of heavily used roadways when intensively used) we should the concept of induced demand seriously. This will ensure that any road widening or creation will be fiscally and environmentally responsible and responsive. This in turn will create a virtuous cycle. As congestion is treated as a complex problem (not a simple and non-dynamic problem to be quickly solved by newer and wider roads) we will look to a wider array of tools—concepts such as encouraging active transportation, improving and regularizing public transportation, and shifting toward mixed-use development patterns. And these tools are integral to constructive placemaking.</p> <p>While road building necessarily shrinks place, these other methods can expand and deepen place. Furthermore, these tools and methods mentioned as alternatives to default road widening and creation build off of each other in a mutualistic relationship. Active transportation (in other words, walking and biking) encourages mixed-use patterns of development as increased foot traffic induces traditional mixed-use methods of development (for a local example, see 21st Street). Relatively dense and mixed-use development can in turn stimulate demand for public transportation if these denser patterns of development place limits on parking and create the need for alternative methods of transportation.</p> <p>Warm regards, Adam</p>	<p>Adam Stevenson</p>	<p>See response above.</p>

<p>ELO 5</p>	<p>To Whom It May Concern:</p> <p>We are residents of the Villages of Purcellville subdivision. We kindly request that the intersection of Eastgate and 287 be included in the scope of the Route 7/287 Interchange Improvements. This intersection is already congested and unsafe, and the changes will make it even less safe than it currently is. Please consider a stoplight (with short increments to accommodate minimal left hand turns without disrupting the main flow of traffic, or additional roundabout.</p> <p>Warm regards, Teah Beazer</p>	<p>Teah Huls</p>	<p>Eastgate Drive &amp; Route 287 ultimate intersection improvements are outside the limits identified in the SMART SCALE funding application and logical termini of the Route 7/287 Interchange Project. We studied the traffic along the corridor in the vicinity of the intersection including a signal warrant analysis which resulted in the 2044 build condition not meeting the warrants for a signal at this intersection. We did recommend VDOT and the County to reevaluate signal warrant analysis at this intersection at the Project completion in 2023 to address future traffic growth and access needs based on delays on the side streets.</p>
<p>ELO 6</p>	<p>Good afternoon,</p> <p>I and my family are residents of the Villages at Purcellville subdivision. Please do something for our intersection (Eastgate/287) as part of the 7/287 interchange project. When it's rush hour, it's not uncommon that I will turn right off of Eastgate and take the traffic circle all the way back around onto 287 North to get to Rt 7 just because I feel unsafe turning left.</p> <p>The proposed changes will make that turn even more difficult and dangerous. Please help keep our neighborhood safe and livable by including us in the traffic project. Whether that is a stoplight, traffic circle, or something else, anything would be better than this dangerous situation becoming even worse. Please don't wait for a deadly crash at this intersection to take action.</p> <p>Thank you, Allison Fetch 17456 Aldershot Pl Purcellville, VA</p>	<p>Allison Fetch</p>	<p>The Town is currently working on securing funding to perform the improvements at the Eastgate Drive intersection.</p>

<p>ELO 7</p>	<p>Attn: Gary Pozzouli  I'm writing with several suggestions on ways to improve the interchange around Rt. 7/287 in Purcellville. As someone who drive through this interchange daily, here is my perspective.  •East bound Hirst Road approaching Rt. 287 needs to have two lanes at the traffic light for right and left turns respectively. This would considerably reduce the length of backup at the light, in particular for times like rush hour or when the high school lets out.  •Traffic exiting the Rt. 7 bypass east bound has to cross the W&amp;OD trail and has no signal to exit onto Rt. 287 causing backups but the proximity of the ramp to both the light on the other side of 7 and the Hirst Rd. light make it impractical to put another light there. I recommend one of three things to improve this.  1)Eliminate the existing eastbound exit from 7. Add a clover leaf past 287 and bring traffic exiting 7 eastbound to the light opposite of Hirst Rd. The on ramp for traffic heading east on 7 could go under the off ramp and merge further east than it currently does.  2)Close the east bound exit at 287 and instead have the eastbound exit sooner, either at Purcellville Rd. or perhaps closer to Maple Ave to bring traffic to Hirst Rd. This eliminates the exit crossing over the W&amp;OD trail.  3)Retain the existing eastbound exit but only allow for right turns to go south on 287 towards town. For people wishing to head north on 287 have them travel past the interchange and loop around.  •Especially if the exit from east 7 is either moved west to Purcellville Road or east of 287, it would be ideal to add a "slip ramp" off of Hirst Road. This allows traffic traveling eastbound on Hirst Rd. that want to go east on 7 to get on directly from Hirst before Maple Ave/287 reducing traffic at that intersection and reduce Hirst Rd traffic crossing the trail.  Thank you,  James Zecca  Purcellville, VA 20132  400 Rockburn Court</p>	<p>James Zecca</p>	<p>Eastbound Hirst road will be two lanes with one left turn and one right turn lane.  A traffic signal is being added at the Rt 7 EB exit onto Route 287.</p>
<p>ELO 8</p>	<p>Greetings. I'm a resident of Western Loudoun and live on West Main Street, just west of the Purcellville town limits. I travel through the Route 7/287 interchange nearly every day by vehicle. I also ride my bike through the interchange, often with my grandson (who's 11 now).  Regarding the current proposed design of this interchange improvement project, as shown during the virtual public meeting on April 14, 2022, please consider the following comments:  I support the need to create a northbound left turn lane for traffic turning onto westbound Route 7 Bypass. The turn lane will help the northbound through traffic get through the intersection more efficiently and help to stop vehicles from using the gravel shoulder, going around the right side of the vehicles trying to turn left there.  As for other aspects of the design, I can't stress this enough—the design must be modified to provide a safer solution for pedestrians and bicyclists and a design that encourages slower vehicle speeds (e.g., sharper corner radii at intersections, no high speed right turns).  Specifically:  1. On the north side of the interchange: The current situation with the channelized right turn lane with a stop sign is unsafe for anyone using the crossing of the W&amp;OD trail in this location. Drivers often roll through the stop sign as they look over their left shoulder to see oncoming traffic, not focusing on bicyclists or pedestrians. In 2018, Loudoun County conducted a study of the W&amp;OD trail crossings, and this crossing was identified as needing a much safer solution—a right turn lane that comes to a stop at the traffic signal with the other lanes. From the County's 2018 study, the two recommendations were:  a. Realign the trail and crossing to be more perpendicular to Route 287 (shorten the crossing distance)</p>	<p>Robert John Martin</p>	<p>1. The RTL (right turn lane) from WB Route 7 exit ramp is being redesigned to bring the traffic to a signalized stop and the W&amp;OD crossing at the intersection will be re-aligned to allow for a safer crossing. This is consistent with a study that county performed to improve safety at this intersection.</p>

<p>ELO 8 continue</p>	<p>b. Remove the channelized right-turn lane and the island (remove the near-free flowing condition over the trail crossing where the stop sign that is often ignored) Please match the current design with the recommendations of this 2018 County study, and consider one more recommendation: c. Add one more sign: "No Right Turn on Red when Pedestrians are Present"</p> <p>From 2018 County W&amp;OD Trail Crossing Study:</p> 	<p>John Martin</p>	<p>See response above.</p>
<p>ELO 8 continue</p>	<p>2. On the southbound right turn lane at Hirst Road, given that a shared use path is supposed to be added to the west side of Route 287—and thus a crosswalk/trail crossing would be added across Hirst Road at this intersection, remove the channelized right-turn lane and the island (remove the near-free flowing condition over the planned crosswalk) and add sign: "No Right Turn on Red when Pedestrians are Present"</p> <p>3. On the southeast side of the interchange, why are there two right turn lanes from carrying traffic from northbound 287 to eastbound Route 7 bypass? The 2012 VDOT does not appear to recommend 2 right turn lanes, and I think I heard at the public meeting that there was VDOT Interchange Modification Report (IMR), but . Please consider re-accomplishing the study and consider post-pandemic traffic and the slower growth in traffic. The two right turn lanes (along with channelize right turn lanes) encourage speeding traffic through the entire interchange.</p> <p>Please also see attached mark-up to current Route 7/287 Concept Plan.</p> <p>In all design revisions, please balance the practice of designing roadways for the worst-case, future peak hour vehicle conditions with the need for pedestrian and bicycle safety. This area heavily used by walkers, bicyclists, runners (e.g., high school track and cross-country teams), and the many different types of users of the W&amp;OD Trail and shared use paths traversing this highway interchange area.</p> <p>Thank you for your consideration. I look forward to an improved interchange area that's safer for everyone.</p> <p>John Martin 36719 W. Main St. Purcellville</p>	<p>John Martin</p>	<p>We will reduce the right turn radius on Hirst Road and tighten the channelizing island in order to reduce vehicle speed. We will revise the crosswalk located across channelized right turn lane to make it perpendicular to the travel lane. This will provide better sight distance to motorists and improve safety. In addition, we will signalize the crosswalk located across channelized right turn lane to provide signalized crossing. The pedestrian signals will be actuated so that they do not adversely impact traffic operations during every signal cycle. Pedestrian signals will only turn ON if there is a pedestrian call via push buttons.</p> <p>Year 2012 study was a starting point for the new improvements. Based on our analysis of the operations and future traffic growth a two lane configuration was required to achieve an acceptable LOS. All pedestrian crossings within the interchange project limits will have pedestrian signals to improve safety and multimodal connectivity.</p>