County of Fairfax, Virginia
Planning Commission Meeting
November 19, 2025
Planning Commission Action

PLAN AMENDMENT 2024-CW-T1 (PA-2024-00008) – ROUTE 29, FROM JERMANTOWN ROAD TO BUCKLEYS GATE DRIVE/SUMMIT
(Braddock District)

PLANNING COMMISSION RECOMMENDATIONS:
On November 19, 2025, the Planning Commission voted 12-0 to recommend to the Board of Supervisors the adoption of the staff recommendation for Plan Amendment 2024-CW-T1, found on page 30 of the Staff Report dated October 29, 2025.

ATTACHED DOCUMENT:
Staff Report dated October 29, 2025

CD

PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2024-CW-T1
October 29, 2025

GENERAL LOCATION: Route 29 Corridor from Jermantown Road/Rust Road to Buckley's Gate Drive/Summit Drive

SUPERVISOR DISTRICT: All

PLANNING AREA: All

PLANNING DISTRICT: All

SUB-DISTRICT DESIGNATION: All

Route 29 Corridor (part)
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, November 19, 2025 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 9, 2025 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

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STAFF REPORT FOR PLAN AMENDMENT 2024-CW-T1

BACKGROUND

On October 5, 2021, the Board of Supervisors (Board) authorized the Route 29 Corridor Study ("Study"), encompassing a 2.9-mile section of Route 29 from Jermantown Road/Rust Road at the City of Fairfax line to Buckleys Gate Drive/Summit Drive near the Fairfax County Parkway (Virginia Route 286). The purpose of the Study was to reassess the recommendations in the Comprehensive Plan ("Plan") and consider multimodal, context-sensitive solutions that serve all users and modes of transportation to meet the long-term needs of the corridor. The Study Corridor is shown in **Figure 1** and is located in the Braddock and Springfield Supervisor Districts.

The adopted Comprehensive Plan guidance for the corridor recommends three grade-separated interchanges at Legato Road, Monument Drive/Village Drive, and Waples Mill Road/Shirley Gate Road, none of which have been implemented. The Study evaluated at-grade intersection improvements along the corridor that would allow for the removal of these three recommended interchanges from the Plan. The Study recommended a Preferred Mitigation Alternative that included improvements such as signal timing and turn lane modifications to improve the flow of traffic in the corridor with significantly less impact on the community than the adopted Plan recommendation for grade-separated intersections. The Preferred Mitigation Alternative, further described in the analysis section of this report, was the result of analysis of several alternate mitigation scenarios; it is a combination of at-grade solutions selected to balance the needs of all users of the corridor, maintain or enhance the performance of the corridor, minimize potential impacts to surrounding properties, and advance pedestrian and bicyclist safety and comfort measures.

The Study's recommendations were further shaped by community involvement and feedback, a summary of which is included in **Appendix 1**. More than 350 people participated in two public meetings and two online polls conducted in February and June of 2024, with representation from residents, homeowners and community associations, and area businesses. Comments emphasized the need for safe, continuous sidewalks and shared use paths to serve pedestrians and bicyclists and support for context-sensitive, at-grade solutions in lieu of the planned interchanges. For additional information and technical details, the Study is available at:

https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/transportation%20projects%2C%20studies%20and%20plans/route%2029/Route-29-Corridor-Study-Report.pdf



Figure 1: Route 29 Corridor Study Area, as shown on the County's Transportation Plan Map (highlight added) (Source: Fairfax County Transportation Plan Map, as amended through July 25, 2023; Fairfax County Dept. of Planning and Development)

On December 3, 2024, the Board endorsed the recommendations of the Study and authorized consideration of a Comprehensive Plan amendment to incorporate recommendations from the Study into the Comprehensive Plan. The Board authorization for the amendment states the following:

Consider a Comprehensive Plan amendment for the Route 29 corridor from Jermantown/Rust Road to Buckleys Gate Drive/Summit Drive with alternative transportation recommendations that would be more compatible with the current vision for the Fairfax Center Area and with recent developments.

PLANNING HISTORY

Historical Context: 1808 – 1954

Route 29 has a long history as one of the region's principal roads. Formal planning dates to at least the early 19th century, with the incorporation of "The Fauquier and Alexandria Turnpike Company" by an Act of the Virginia General Assembly in 1808. Road construction began in 1812 from the Little River Turnpike (Route 50, today's Route 29/50 intersection in the Kamp Washington area of the City of Fairfax) and extended westward to Buckland (Prince William

County) by 1818.[1] The Warrenton Turnpike, as it was then known, would serve as a primary route from Alexandria to points west and south into the present day. By 1862, the Study Corridor was the principal roadway between the villages of Centreville and Germantown (Jermantown), a historic settlement near its intersection with the Little River Turnpike.[2,3] In 1931, the Study Corridor was incorporated into the United States' highway system as Route 29. The Study Corridor's first multi-lane configuration dates to 1941-1947, coinciding with improvements made to Route 29 between Fairfax Circle and the Manassas Battlefield to the west.[4] Route 29 has been an integral part of the Fairfax County Comprehensive Plan since the county's first countywide master plan, circa 1954-1961, and has shaped the regional land use pattern and transportation network.

Fairfax Center Area: 1982 - Present

On August 2, 1982 and September 13, 1982, the Board adopted the findings of the Fairfax Center Area Study into the Comprehensive Plan.[5] The study, led by the Route 50/I-66 Task Force, established a vision for the 5,000-acre area west of the City of Fairfax to be a central node of development activity, encompassing the planned Fairfax County Government Center, newly-constructed Fair Oaks Mall, and the I-66, Route 50 and Route 29 corridors. The Task Force was formed to ensure the rapidly expanding area was well-planned and efficiently used land, infrastructure, and other resources. At the time of the study, the land use and zoning plans for the area were predominantly low intensity, which presented a sprawling character of development. Reacting to this conventional homogenous development, the Task Force focused on designing multiple, mixed land use arrangements, primarily within the study area core.[6]

The 1982 Fairfax Center Area Study evaluated the impacts from potential changes to the area's land use and transportation network; its findings informed many of the recommendations for the Route 29 corridor still present in the present-day adopted Plan and in the corridor's existing

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[1] B. Ford, et al., "2013 Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike 44PW1938 Buckland, Virginia. VDHR File No. 2009-0432. Cited by Prince William County, "Route 29 Small Area Plan, Draft February 5, 2021," online: https://eservice.pwcgov.org/planning/documents/RTE29SAP/MasterDocument_RTE29_2021_0205.pdf, accessed July 8, 2025.

[2] J.J. Young, et al, "Surveys for Military Defences Map of N. Eastern Virginia and Vicinity of Washington," 1862, U.S. War Department, Bureau of Topographical Engineers, pub. J. Schedler, New York, 1862, courtesy of David Rumsey Map Collection, online: https://www.davidrumsey.com/luna/servlet/s/5zlb9k, accessed July 8, 2025.

[3] Fairfax County History Commission, "1860 Fairfax County Maps," online: https://www.fairfaxcounty.gov/history-commission/1860-fairfax-county-maps, accessed July 8, 2025.

[4] "U.S. 29 Route Log", Virginia Highways Project, online: http://www.vahighways.com/route-log/us029.htm

[5] Fairfax County Comprehensive Plan, 1984 edition, Area III, Fairfax Center Area, page 299.

[6] Fairfax County, Route 50/I-66 Task Force, "Fairfax Center Area Comprehensive Plan: Task Force Findings," November 16, 1981, page vii.

conditions. Recommendations for widening the corridor, use of service drives and median breaks, support for an enhanced pedestrian and bicycle network within the Fairfax Center Area at large, and providing grade-separated interchanges at the entrance to the County center [now believed to be Monument Drive] and Shirley Gate Road have their origins in the 1982 Fairfax Center Area Study and subsequent Plan amendments in the early 1980s. [7]

The Study Corridor has been periodically evaluated through revisions to the Fairfax Center Area Plan. Notably, recent revisions since 2013 have included land use changes along the Route 29 corridor[8] and areawide changes[9] to the overall character and vision for the Fairfax Center Area. Staff is concurrently analyzing an appropriate mix of uses and intensities within the Core Area as part of PA 2013-III-FC1(c), with a separate transportation analysis as part of that study.

CHARACTER OF THE CORRIDORS AND AREA

Route 29 is a principal arterial roadway which extends across the county, from Prince William County to the west to the City of Falls Church to the east. The section of Route 29 that is subject to this amendment is shown on **Figure 2**, located between the intersections with Jermantown Road/Rust Road on the east and Buckleys Gate Drive/Summit Drive on the west, and is developed with six travel lanes. Development along the Study Corridor includes multifamily, single-family detached, attached and manufactured housing, and retail and service uses.

Immediately west of the Study Corridor, Route 29 is subject to widening from four to six lanes for 1.5 miles between Union Mill Road and Buckleys Gate Road. The Virginia Department of Transportation (VDOT) began this design-build project with a public information meeting in October 2018, with construction planned for completion in Spring 2026.[10]

[7] Fairfax County Comprehensive Plan, 1984 edition, Area III, Fairfax Center Area, Transportation Recommendations, pages 328-331 and Countywide Transportation element, pages 439-441.
[8] Fairfax Center Area Study, Phase I (PA 2013-III-FC1(A)), adopted December 4, 2014.
[9] Fairfax Center Area Study, Phase II (PA 2013-III-FC1(B)), adopted December 6, 2016.
[10] Virginia Department of Transportation, "Route 29 Widening in Fairfax County," online: https://www.vdot.virginia.gov/projects/northern-virginia-district/route-29-widening-in-fairfax-county/, accessed July 8, 2025.

The Study Corridor includes the following intersections:

1. Buckley's Gate Drive/Summit Drive
2. Piney Branch Drive
3. Legato Road
4. Forum Drive
5. Federalist Drive
6. Village Drive
7. Ridge Top Road
8. Shirley Gate Road/Waples Mill Road
9. Jermantown Road
10. Lowe's Entrance

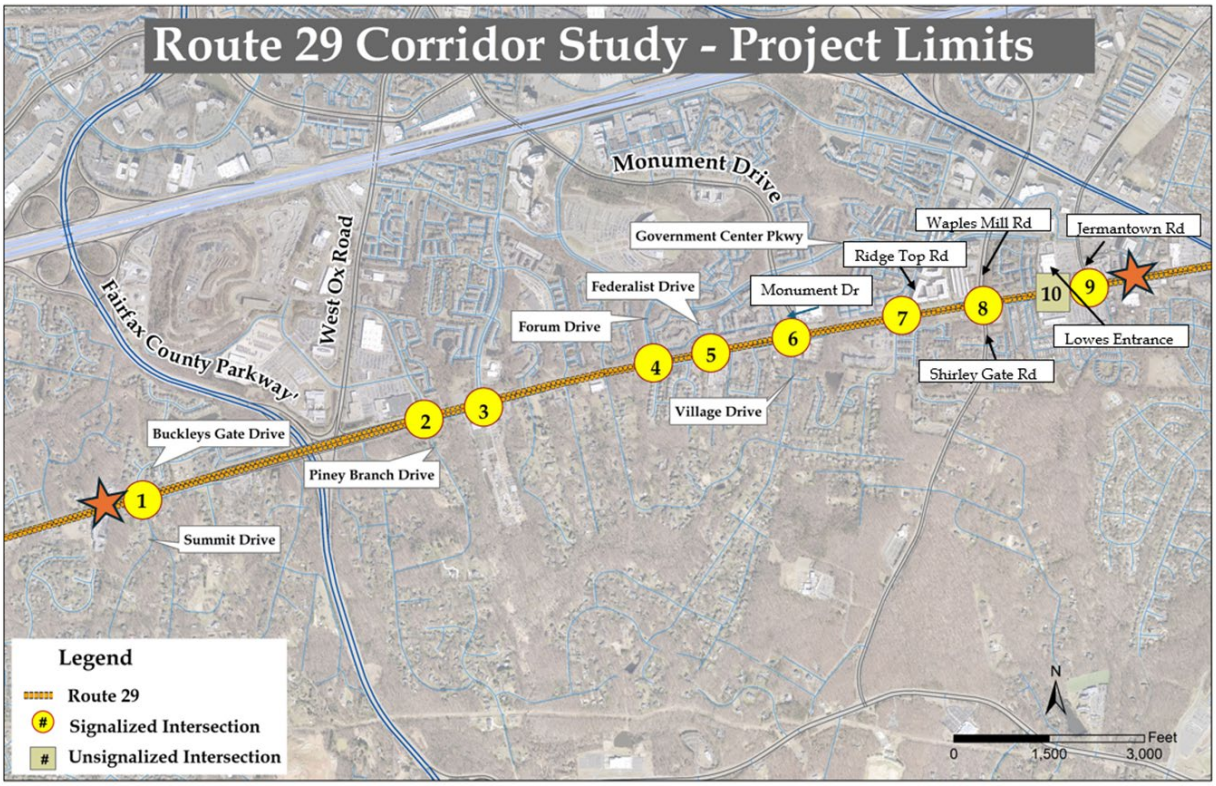


Figure 2: Route 29 Corridor Study Limits and Included Intersections (Source: Fairfax County Department of Transportation [FCDOT]).

ADOPTED COMPREHENSIVE PLAN

The Fairfax County Comprehensive Plan Transportation Plan Map depicts long term transportation recommendations within Fairfax County. Planned transportation infrastructure recommendations are also reflected in the detail maps included in the Comprehensive Plan's Area Plan volumes.

The Fairfax County Comprehensive Plan Transportation Plan Map overview for this area is shown below in **Figure 3** and can be referenced when reviewing Transportation Plan map figures within the following sections of this Staff Report. For the legend and notes, the full Transportation Plan Map can be found here: https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/transportation_plan_map.pdf

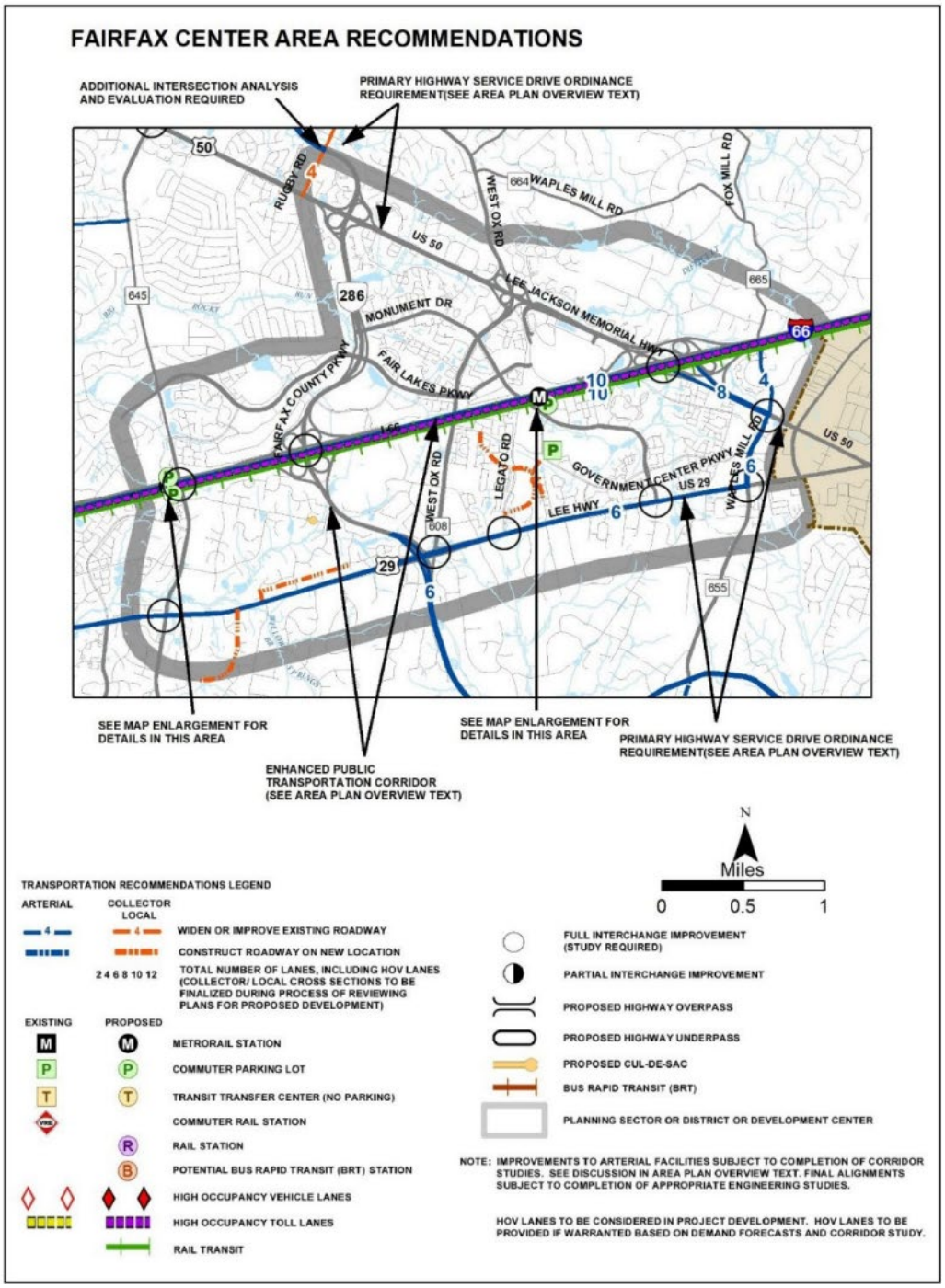


Figure 3: Fairfax Center Area Adopted Transportation Recommendations (Source: Fairfax County Comprehensive Plan, 2017 edition, Area III, Fairfax Center Area, Figure 3, page 11)

Route 29 is planned and developed for six lanes. The intersections of Route 29 with Legato Road, Monument Drive, and Shirley Gate Road/Waples Mill Road are designated as "Full Interchange Improvement (Study Required)", as indicated by the black circles. The westernmost interchange planned at Route 29 and West Ox Road has been partially implemented.

The Route 29 Study Corridor is within the Fairfax Center Area, a special planning area defined in the Plan. As shown in **Figure 4**, the Concept for Future Development classifies the Fairfax Center Area as a Suburban Center, with the highest intensities of mixed-use development planned within a Core Area surrounding a planned Metrorail station in the I-66 right-of way. The Suburban Center is located north of Route 29, and lower density Suburban Neighborhoods are planned and developed on the periphery of the Suburban Center, south of Route 29. Suburban Neighborhoods are also planned and developed northwest of the Route 29 and Fairfax County Parkway interchange. The Area's suburban center has developed with a mix of uses, including commercial offices, retail, and residences, public facilities, and parks. The Core Area includes several regionally focused amenities and services, including the Fairfax County Government Center, Fairfax Corner mixed use development, and Fair Oaks Mall, all north of the Study Corridor.

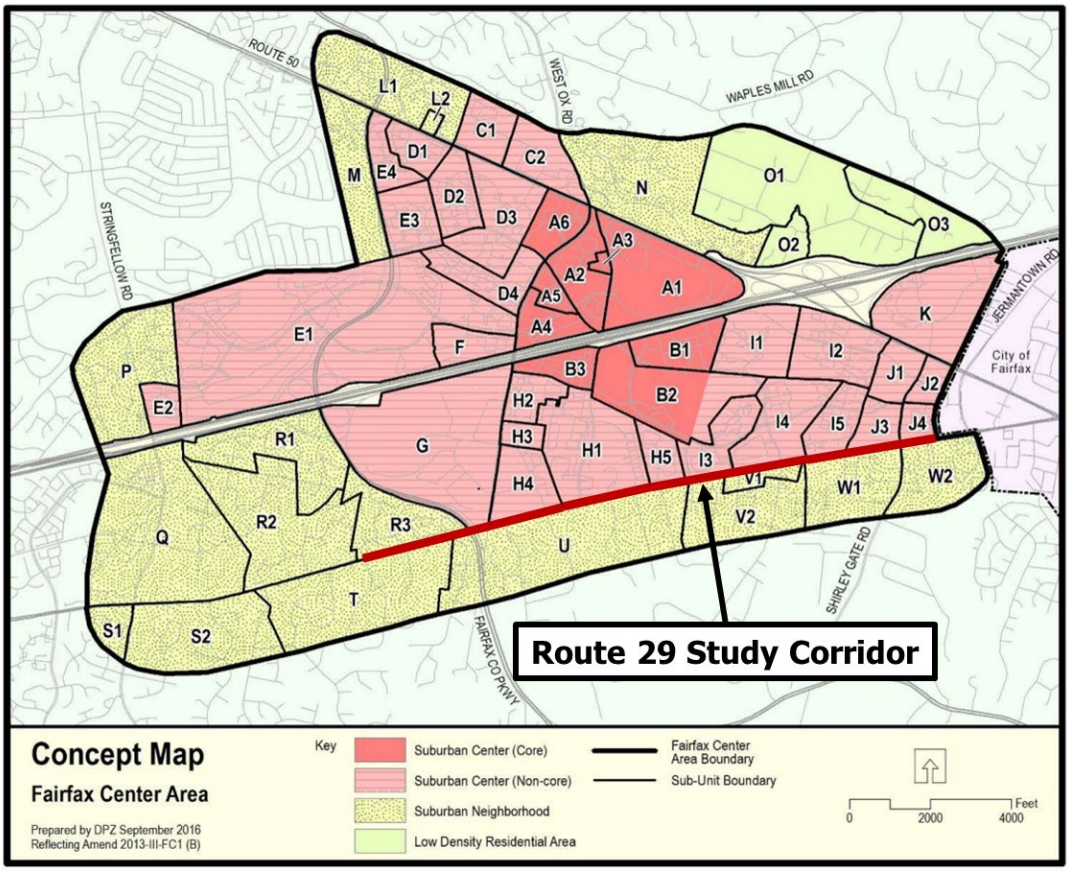


Figure 4: Fairfax Center Area Concept Map with the Study Corridor highlighted in red (Source: Fairfax County Comprehensive Plan, 2017 edition, Area III, Fairfax Center Area, Figure 2, page 3)

Specific adopted Plan guidance pertinent to this Plan amendment includes the following:

Fairfax Center Area, Guiding Planning Principles[11]

- "Promote high-quality urban design, to include building design and streetscape amenities, that contributes to the overall vision of the Fairfax Center Area."
- "Improve the multimodal connectivity of the area by connecting and enhancing existing pedestrian and bicycle facilities as well as providing increased transit access."
- "Ensure that the transportation network supports current and future travel demands."

[11] Fairfax County Comprehensive Plan, 2017 ed., Area III, Fairfax Center Area, page 4.

Fairfax Center Area-wide [Transportation] Elements[12]

"[The] Fairfax Center Area is planned as a mixed-use center surrounded by lower-density suburban neighborhoods. An important characteristic of these types of areas is the provision of an interconnected multi-modal transportation system. Multimodal transportation systems are best suited to support mixed land uses in densely clustered arrangements. A multimodal transportation system includes a balanced transportation system that serves automobiles, pedestrians, bicyclists and transit. The Fairfax Center Area is served by a robust roadway system and a growing bicycle network. Improvements to the multi-modal transportation system, including the enhancement of the bus system and enhanced connection into the regional transit network through Express Bus Service, Bus Rapid Transit (BRT) or Metrorail will be necessary to serve the needs of the area."

Interchanges[13]

"Interchange locations have been identified in the countywide Plan process and are shown on the Transportation figures for the Fairfax Center Area. The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, care must be taken to accommodate revised access patterns in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. Because of these features, access to properties in close proximity to the intersection is often affected by interchange construction.

The amount of land needed for interchanges, and the extent to which access must be re-oriented, varies with the actual design of the interchange. Most planned interchanges have not yet been designed. In these instances, every effort should be made to accommodate the potential access modifications associated with a future design. In those instances where interchange designs have been approved or are in active stages of development, the maps contained in this section do not show these restricted access segments. Where an interchange project is in an active design stage, or where such designs have been approved, access in the intersection area should be consistent with such designs."

Pedestrian and Bicycle Systems, Pedestrian Mobility, and Bicycle Facilities

Plan guidance speaks to the need for the Fairfax Center Area to develop and foster multimodal connections, safe and comfortable pedestrian and bicycle experiences, and a transportation

[12] Fairfax County Comprehensive Plan, 2017 ed., Area III, Fairfax Center Area, page 14.
[13] Fairfax County Comprehensive Plan, 2017 ed., Area III, Fairfax Center Area, pages 14-15.

network that balances vehicular, transit, and active modes of transportation, in line with the County's active transportation plans. Specific recommendations include: [14]

"In the Fairfax Center Area, impact studies should ensure that all modes are being served well by the new development, and that multimodal connections are adequate to serve the needs of all users including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian-friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of transit, bicycling, and walking in the Fairfax Center Area in the future. However, safe and efficient circulation for vehicles will still need to be provided within the Fairfax Center Area.

…

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Wherever possible, missing connections or substantial portions of the pedestrian network should be provided with new sidewalks, trails, or other improvements. Comprehensive, coordinated walkway networks should be required for each site to provide full intra- and inter- parcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas. New development should focus on orienting itself to the pedestrian realm, creating logical connections from the street to the main entrance of the building.

Intersections should be given special consideration to enhance pedestrian safety and convenience. Intersection control and design should accommodate pedestrians through the use of signalized pedestrian crossings, walkways incorporated into roadway grade separations, pedestrian activated signals, crosswalks and pedestrian refuge medians, as applicable. These elements are particularly necessary given the number of high volume traffic arteries in the area which are difficult to cross.

Clear and direct pedestrian connections to bus stops and future transit stops are necessary in the Fairfax Center Area. The transportation network should facilitate nonmotorized connections, including connections between neighborhoods, walkways connecting cul-de-sacs, and pedestrian connections from neighborhoods to local amenities including parks, shopping centers and schools. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Consideration should be given to the implementation of wayfinding and signage for pedestrians in the Fairfax Center Area, as

[14] Fairfax County Comprehensive Plan, 2017 ed., Area III, Fairfax Center Area, pages 15-16.

multimodal transportation options in the area increase. Orientation towards the pedestrian will be critical as walking will be a vital mode of transportation in the area.

Sidewalks and pedestrian facilities should be buffered from the roadway using landscape amenity panels, to create a comfortable environment for the pedestrian. Walkways should not be reduced or comprised by utility poles, roadway signs, mailboxes, etc. These features should be located on utility strips between curbs or road shoulders and walkways.

…

Bicycling is an important component of a multimodal transportation system and provides additional mobility options. Improving bike connectivity in the Fairfax Center Area is crucial to making the bicycle a more viable mode of transportation. A robust bicycle network is planned for the Fairfax Center Area and can be seen in the County's Bicycle Master Plan. These connections will allow for the movement in and around the Fairfax Center Area, connecting the residential neighborhoods with the more concentrated core areas with retail, residential and office uses. Consideration should be given to the safety of people on bicycles, including the separation of bike facilities from vehicular traffic where desirable."

PROPOSED PLAN AMENDMENT

The proposed Plan amendment would incorporate the Board-endorsed recommendations from the Preferred Mitigation Alternative described in the Route 29 Corridor Study into the Countywide Transportation Plan Map and Area Plan Transportation maps, with Plan text modifications, as necessary.

These recommendations are summarized below, with details in the Transportation Analysis and Recommendations sections of this report.

- Remove the planned interchanges at Legato Road, Monument Drive, and Waples Mill Road/Shirley Gate Road at Route 29.
- Add or modify the Plan text as appropriate to support the implementation of the specific at-grade intersection improvements and pedestrian/bicycle elements, as detailed in the Transportation Analysis section of this report.

The proposed improvements recommended by the study are dependent upon further feasibility analysis, site engineering and conditions, the availability of funding, and other external factors. It is intended that any recommendations proposed by the Study would be further evaluated and implemented through Capital Facilities planning and/or entitlement and site planning – land development phases downstream of Comprehensive planning – with suitable solutions implemented to achieve the goals and intent of the Plan.

ANALYSIS

Transportation

Methodology

The Study used a multi-step, data-driven process to ensure that the selected alternatives match the context of the Fairfax Center Area and relied heavily upon multiple stakeholder outreach and engagement events such as meetings, virtual events, polling, and data collection. Based on these findings, the Study recommended a Preferred Mitigation Alternative, further described below, that is the basis for the recommended changes to the Comprehensive Plan.

The Study analyzed three (3) transportation scenarios:

1. Existing Conditions (2023),
2. Future (2045) Baseline Conditions, and
3. Future (2045) Preferred Mitigation Alternative, informed by analysis of potential mitigation alternatives and community feedback.

The *Existing Conditions (2023)* analysis evaluated intersection performance and assessed the pedestrian/bicycle network along the study corridor. The analysis identified specific network and intersection deficiencies and established the existing performance levels for comparison to the Future 2045 traffic conditions in the subsequent scenarios. Some of the key findings of the existing conditions scenario are summarized below:

- Existing signal timing favors high volume throughput along the study corridor and results in higher approach delays for the local side streets.
- A review of 2018-2022 crash data indicates a total of 244 crashes were recorded within the Study Corridor for the five-year period. There were two fatalities recorded at the intersections of Forum Drive and Waples Mill Road/Shirley Gate Road, respectively.
- *Pedestrian and Bicycle Assessment:* The Study assessed Pedestrian Level of Comfort (PLOC) and Bicycle Level of Traffic Stress (BLTS). PLOC is an approach to understanding the relative comfort levels of pedestrians using sidewalks, shared use paths, pathways, and crossings. Bicycle Level of Traffic Stress (BLTS) classifies streets based on how stressful they are to bike. Measured as BLTS 1 to 4, BLTS 1 indicates most safe and comfortable (including suitable for children). BLTS 4 reflects conditions where bicyclists must share the road or travel close to moderately high-speed traffic. This stress level is acceptable only to the “strong and fearless.” The BLTS of the Study Corridor is

predominately rated as 4, or "uncomfortable." For more information, see FCDOT's *Bicycle Level of Stress Fact Sheet*.

- The connectivity of the existing pedestrian and bicycle network is significantly limited, with no facilities along several segments of the corridor (such as from West Ox Road to Legato Road in the northern section, Piney Branch Road to Spruce Avenue in the southern section, etc.). Additionally, several signalized intersections along the corridor do not have east-west crosswalks (including at West Ox Road and the Route 29 ramp adjacent to the VDOT office, Piney Branch Road and Route 29, etc.). Only one-third of the corridor sidewalks achieved a satisfactory rating.
- **Figure 5** depicts the existing sidewalks in the corridor and **Figure 6** depicts the Pedestrian Level of Comfort for the Study Corridor. Segments containing service roads only were not given a PLOC score. **Figure 7** depicts the Bicycle Level of Traffic Stress. Together, these maps and the associated analysis indicate that the existing roadway widths, posted speeds, and the existing sidewalk/pathway and buffer widths limit the opportunities for comfortable and safe travel for people walking and biking. Long distances between signalized intersections limit crossing opportunities for pedestrians and bicyclists. There is no consistent sidewalk or Shared Use Path along the corridor. In locations that do not have sidewalks, there is evidence of informal pedestrian use ("walking paths") indicating a need for sidewalk infrastructure. There are some sidewalks across service roads that are not contiguous and require pedestrians to interact with the service road traffic. Regarding the bicycle network, much of the corridor has a rating of BLTS 4, or most stressful (the section of the corridor shown in the red line on **Figure 7**). The Shared Use Path along the northern section (indicated by the green line on **Figure 7**) is the only section which has a BLTS 1, that is, most accommodating for bikers for all ages and abilities.



Figure 5: Sidewalk Map (Source: Toole Design)



Figure 6: Pedestrian Level of Comfort (Source: Toole Design)

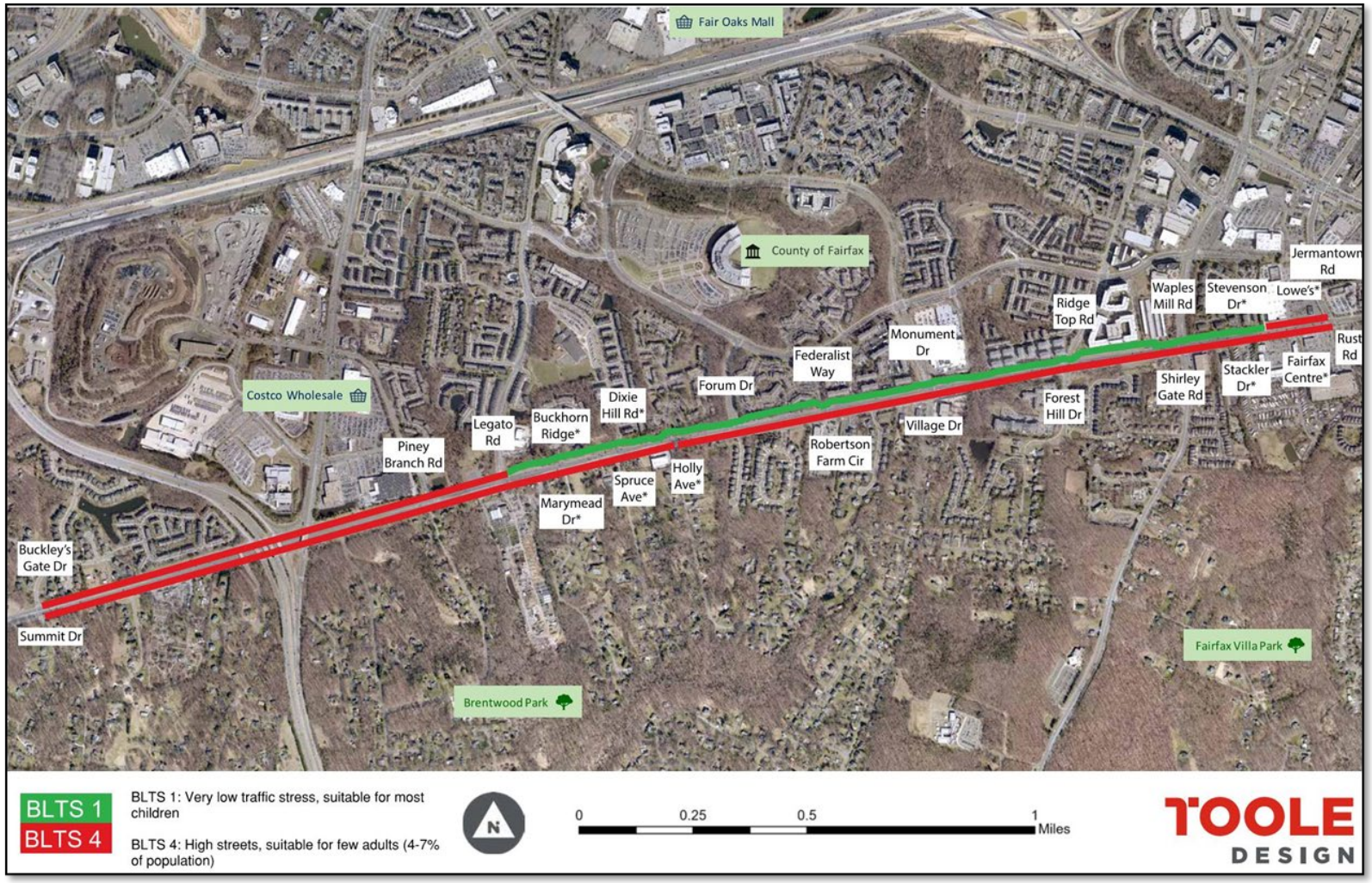


Figure 7: Bicycle Level of Traffic Stress (Source: Toole Design)

Future (2045) Baseline Conditions

The *Future (2045) Baseline scenario* examined the impacts of the forecasted 2045 traffic demands with the currently planned transportation improvements in the Study Corridor. The planned interchanges were excluded to identify future network and operational deficiencies and develop at-grade mitigation strategies consistent with the transportation goals of the Fairfax Center Area. Some of the key findings included:

- Congestion levels are expected to worsen compared to 2023 Existing Conditions during both AM and PM peak periods due to increased volumes along the Study Corridor and most side streets.
- The intersection of Shirley Gate Road/Waples Mill Road (Intersection 8) will operate at Level of Service (LOS) F, or failing, for the AM peak hour and for the entire PM peak period (one hour before and after the peak hour).
- The northbound and southbound left turn movements at Intersection 8 will experience significant, long queues exceeding the available storage length.
- The unsignalized intersection at Lowes Entrance/Fairfax Centre Shopping Mall (Intersection 10) is expected to experience high traffic volumes along Route 29. Additionally, due to its close proximity to the signalized intersection at Jermantown Road/Rust Road—which frequently experiences queueing along Route 29—there are minimal available gaps for vehicles attempting left turns or through movements from the side street approaches at Intersection 10. This lack of sufficient gaps significantly limits the operational efficiency of the unsignalized intersection.
- The Study used the results of the *Future (2045) Baseline Analysis* to evaluate potential intersection improvements in the *Future (2045) Alternatives Analysis*, including signal timing, spot improvements, access management, and other strategies.

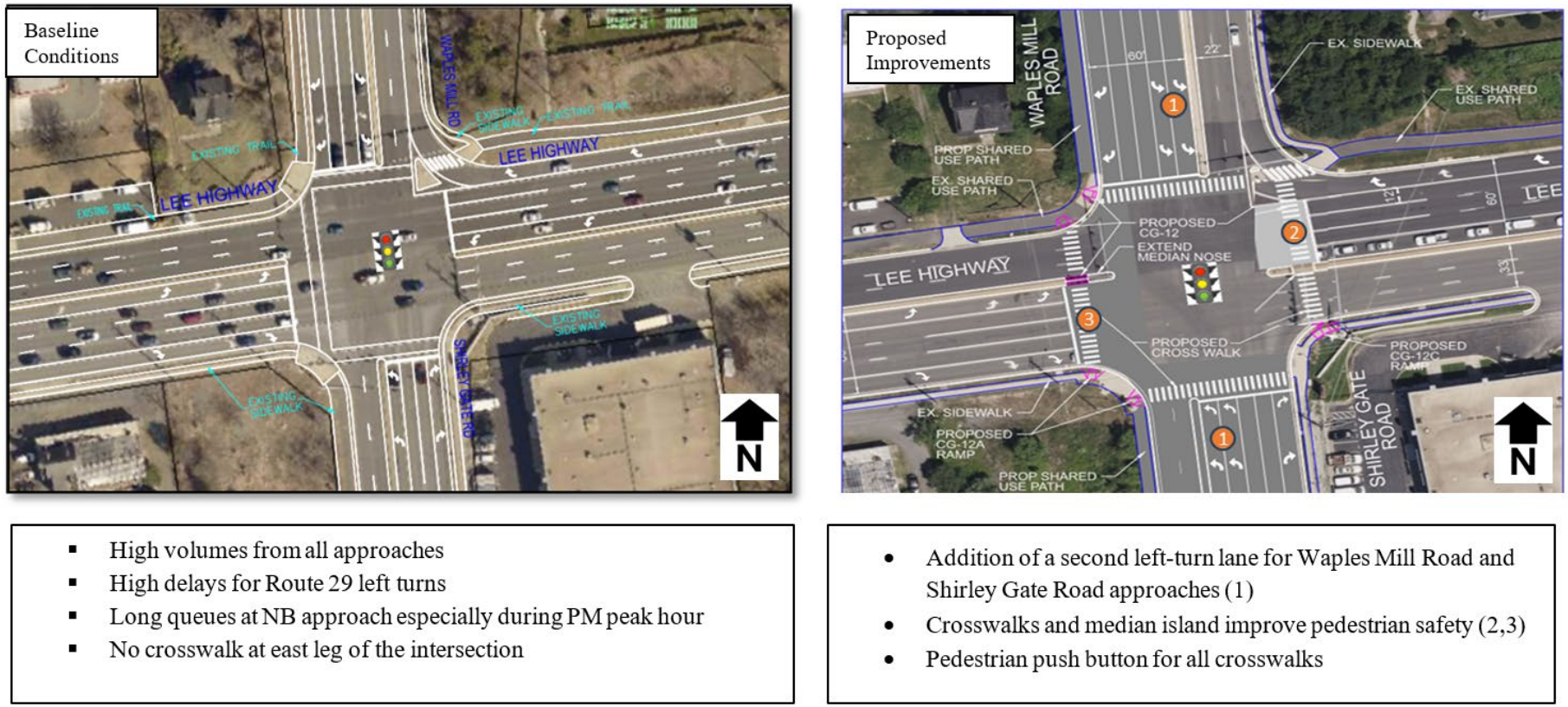
Future (2045) Alternatives Analysis to inform the Preferred Mitigation Alternative

The *Future (2045) Alternative Analysis* scenario analyzed various at-grade alternative improvements such as changes to lane geometry and signal timing adjustments, while improving pedestrian and bicycle safety and minimizing right of way (ROW) impacts. Alternative 1 consisted of signal timing changes. Alternative 2 included lane configuration and signal timing changes. Alternative 3 included the improvements from Alternative 2 plus implementing pedestrian crosswalks at all four legs of the intersection, phasing changes, and lane configuration changes with minor right of way impact to achieve desired operational results. The analysis and the stakeholder outreach process resulted in a Preferred Mitigation Alternative that is the basis for the recommended changes to the Comprehensive Plan.

Study Findings: The Preferred Mitigation Alternative

The Preferred Mitigation Alternative identified strategies to improve safety, accessibility and multimodal connectivity within the Study Corridor. Specifically, the Alternative recommended at-grade intersection solutions resulting in the least ROW impacts to the adjacent properties while improving intersection operations and concluded that the planned interchanges are unnecessary. Further, the at-grade solutions are less expensive to implement and would maintain the current character of the area. In lieu of the planned interchanges (which are now recommended for removal), the specific at-grade improvements recommended for the intersections of Shirley Gate Road/Waples Mill Road (**Figure 9**), Monument Drive/Village Drive (**Figure 10**), and Legato Road (**Figure 11**) are detailed below. These recommendations are subject to detailed engineering analysis and would be expected to undergo further evaluation at time of Capital Improvement Planning or entitlement, and site planning.

The adopted Plan's recommendation for a Shared Use Path (SUP) for the length of the corridor would be supplemented by guidance indicating that a SUP should be provided on both sides of the road, with additional recommendations for interim improvements. While enhancing walkability and bicycle access often improves safety and livability, it may reduce vehicle capacity, parking, or travel speed. A thoughtful, context-sensitive approach is essential to equitably distribute benefits and maintain corridor functionality for all users

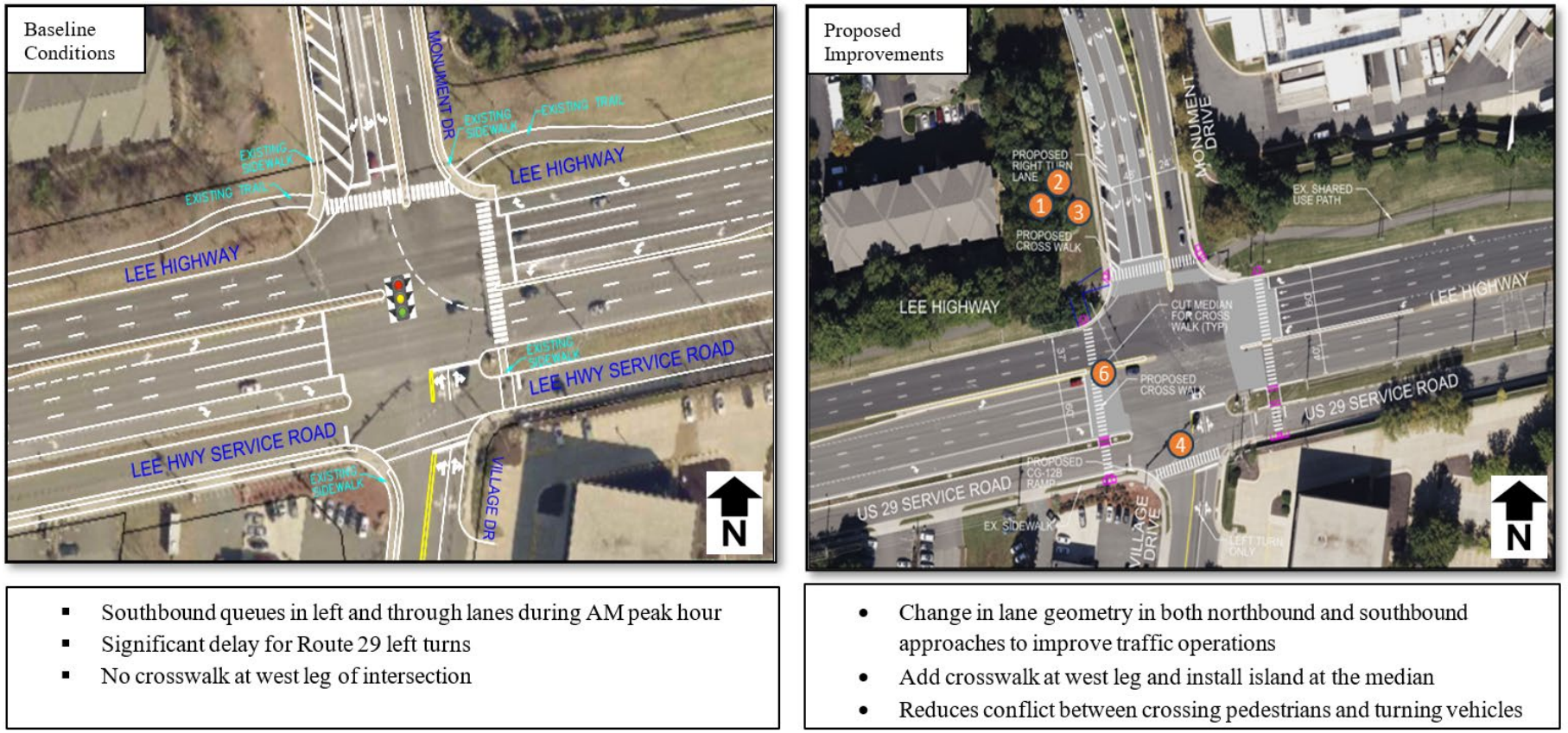


- High volumes from all approaches
- High delays for Route 29 left turns
- Long queues at NB approach especially during PM peak hour
- No crosswalk at east leg of the intersection

- Addition of a second left-turn lane for Waples Mill Road and Shirley Gate Road approaches (1)
- Crosswalks and median island improve pedestrian safety (2,3)
- Pedestrian push button for all crosswalks

Figure 8: Recommended At-Grade Improvements to Route 29 and Shirley Gate Road/Waples Mill Road (Source: FCDOT)

The improvements proposed for the intersection of Shirley Gate Road and Waples Mill Road would help address future traffic congestion with at grade enhancements. The addition of the second left turn lane at Shirley Gate Road significantly reduces delays for that approach. Signal timing adjustments also help improve the overall intersection operations. The recommended improvements address traffic operations and account for pedestrians' and bicyclists' safety and comfort through the addition of crosswalks with a median island. The proposed improvements and the resulting traffic operation demonstrate that this intersection can handle future traffic demand with at-grade solutions in lieu of an interchange. With the improvements, delay is not expected to increase at this, as compared to the existing conditions.

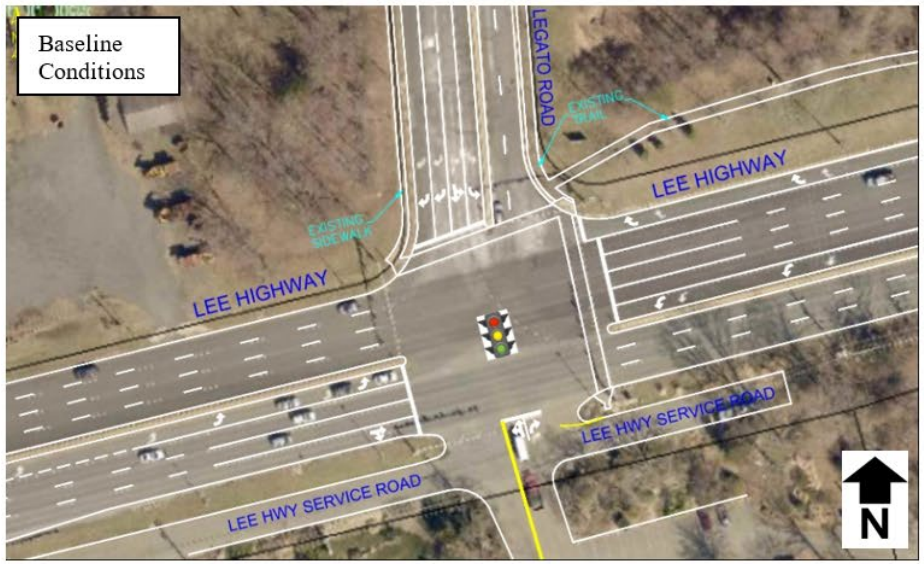


- Southbound queues in left and through lanes during AM peak hour
- Significant delay for Route 29 left turns
- No crosswalk at west leg of intersection

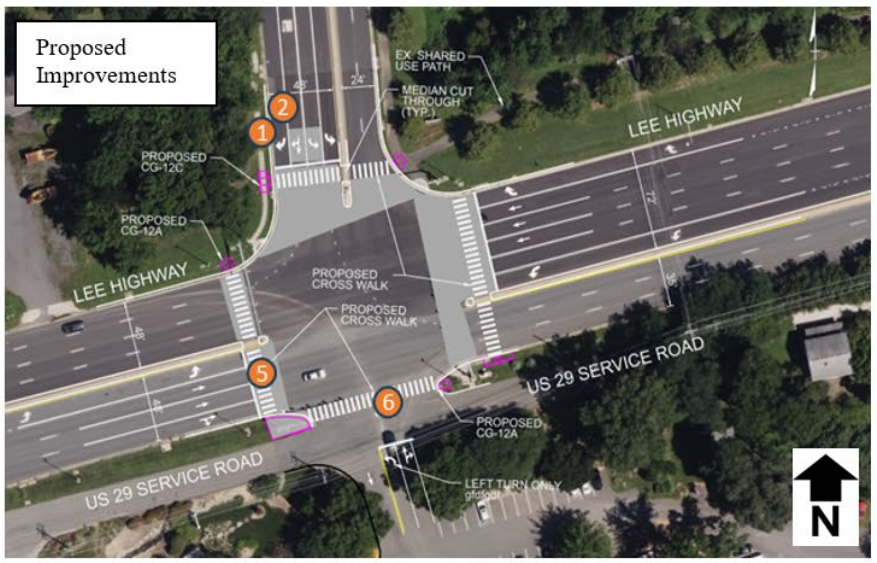
- Change in lane geometry in both northbound and southbound approaches to improve traffic operations
- Add crosswalk at west leg and install island at the median
- Reduces conflict between crossing pedestrians and turning vehicles

Figure 9: Recommended At-Grade Improvements to Route 29 and Monument Drive/Village Drive (Source: FCDOT)

Recommended changes in lane geometry for the northbound and southbound approaches at Route 29 and Monument Drive/Village Drive reduce delays and improve traffic operations. Additionally, the pedestrian improvements will reduce crossing distances and conflicts between pedestrians and turning vehicles.



- Significant delay for Route 29 left turns
- No crosswalk at west and south legs of intersection



- Change in lane geometry improves traffic operations and addresses delays (1,2)
- High visibility cross walks at all four legs of the intersections (5,6)
- Median islands reduce pedestrian exposure along crosswalks (5,6)

Figure 10: Recommended At-Grade Improvements to Route 29 and Legato Road (Source: FCDOT)

With minor lane configuration changes, the intersection of Route 29 and Legato Road is expected to operate better than the existing condition, at LOS C or better with fewer delays throughout the peak period. Safety is improved through protected left turns. The proposed improvements provide improved walking and biking comfort and safety for all four legs of the crosswalk.

Transportation Conclusion

Staff concurs with the Study findings and the selection of the Preferred Mitigation Alternative. The Recommendations section of this report details the necessary changes to support the Alternative in the Comprehensive Plan. It is expected that, prior to implementation, the strategies outlined in the Alternative, and others, would be further evaluated for feasibility and effectiveness.

Land Use

There are no recommended changes to the planned land uses within the Study Corridor with the proposed amendment; however, incorporating the Preferred Mitigation Alternative into the Plan enables further implementation of the adopted land use recommendations and the City of Fairfax's plans for the Kamp Washington area to the east.

The Study examined the potential impacts to adjacent land uses from the ROW needed to implement Single Point Urban Interchanges (SPUI), such as the adopted Plan recommends. To better understand these impacts, schematic SPUIs based on known interchanges within similar suburban contexts in the county were overlaid on aerial imagery at each of the three intersections planned for interchanges, including the adjacent parcel boundaries. While not meant to suggest a specific interchange configuration or alignment, these overlays provide an estimate of the scale, area needed for ROW, and potential encroachment onto adjacent properties. As the following figures show, implementing typical SPUI designs along the corridor may result in significant changes to the character of the area including, but not limited to, the loss of existing residences and businesses within ROW, limiting the development potential of vacant properties, and negatively affecting the nearby community through noise, light, visual impacts, and other environmental concerns. Avoiding or mitigating such impacts may likely require costly design or engineering solutions. **Figure 11** illustrates a schematic SPUI design at the intersection of Waples Mill Road and Shirley Gate Road and shows that the adjacent properties located in each quadrant of the intersection would be significantly impacted by the implementation of an interchange. These properties include established residential neighborhoods, including the Waples Mobile Home Estates (an established manufactured housing community), commercial uses, and industrial self-storage uses, some of which are currently under construction.

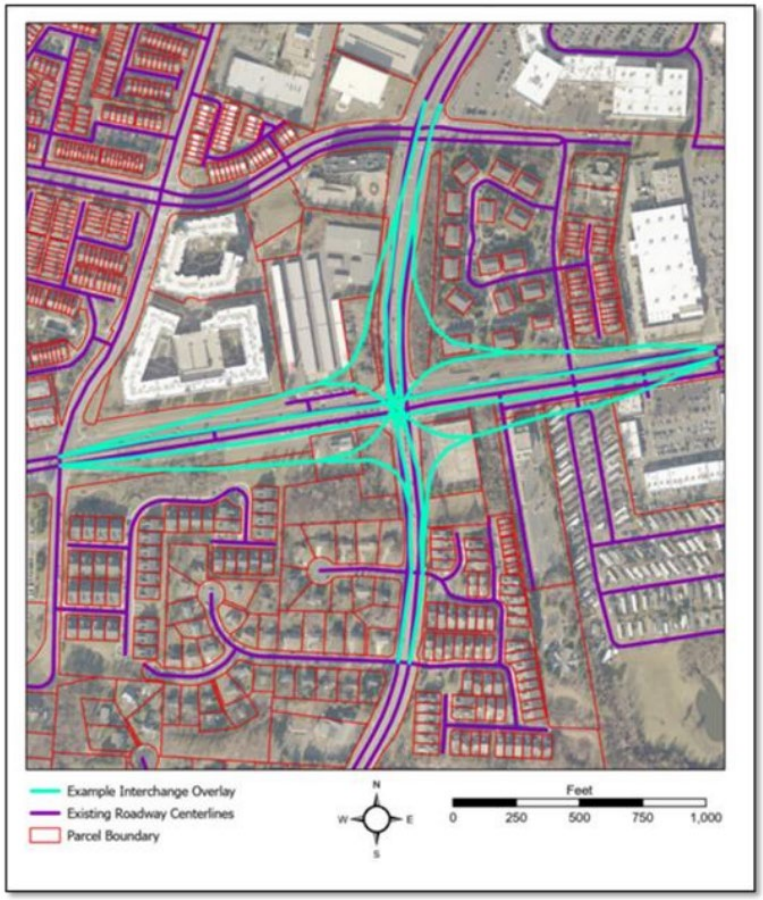


Figure 11: Potential ROW Impacts, Route 29 and Shirley Gate Road/Waples Mill Road (Source: FCDOT)

The Shirley Gate Road/Waples Mill Road intersection is adjacent to the City of Fairfax. Constructing an interchange at this location would increase the capacity of Route 29 and thereby negatively impact the intersections located further east in the city. The city's land use guidance for the area is detailed in its Kamp Washington Small Area Plan.[15] Adopted in October 2022, county staff played a collaborative role in the plan's development with the city. The Kamp Washington Area is envisioned as a modern, walkable, mixed-use destination and is a key element in the city's economic development goals. Specific recommendations for Route 29 within the city include pedestrian-friendly, signalized crossings, modifications to traffic signal

[15] City of Fairfax, *Kamp Washington Small Area Plan*, adopted October 25, 2022. Online: https://www.fairfaxva.gov/files/assets/city/v/1/development/documents/comprehensive-plan/kamp-washington-small-area-planoptimize.pdf

timing and spacing to facilitate walkability, shared use paths along both sides of Route 29, and other community-focused improvements.

The overall development concept for Kamp Washington is shown in **Figure 12**. Implementation of an interchange at Waples Mill Road/Shirley Gate Road, which would likely extend into Kamp Washington and increase traffic volumes on Route 29, would significantly impact the city's ability to realize its vision for the area and may render portions of the Kamp Washington Small Area Plan unattainable.

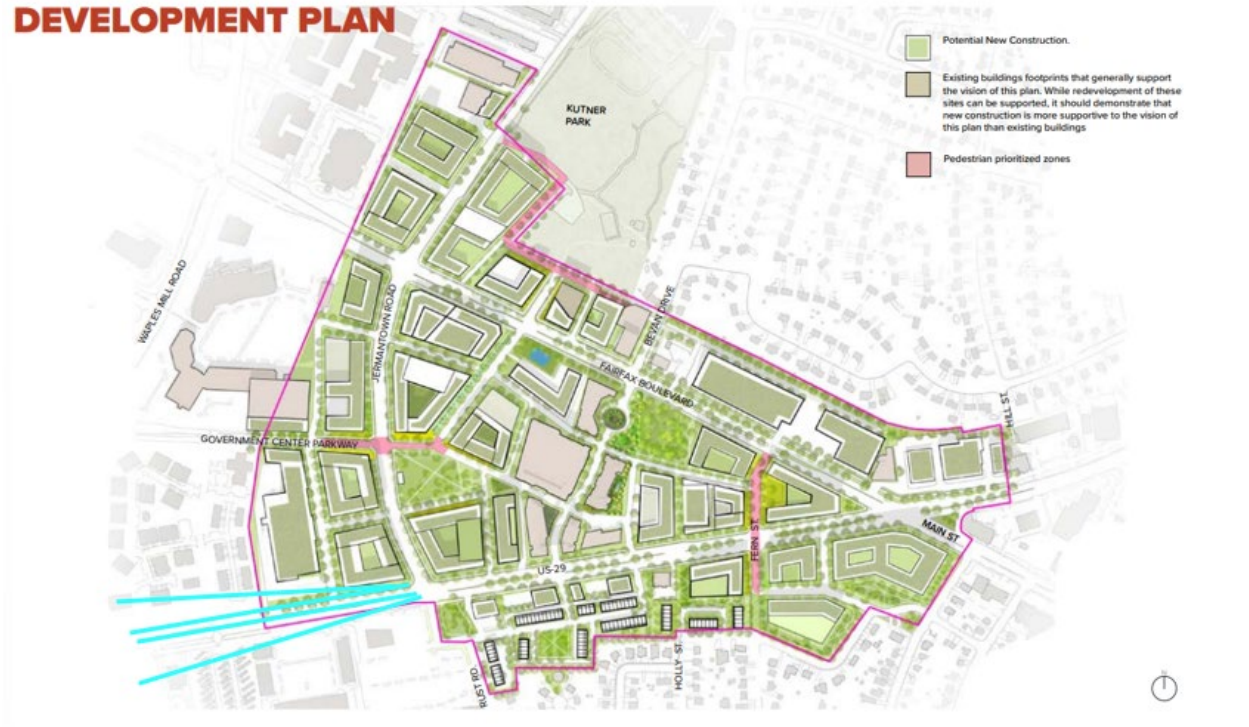


Figure 12: Kamp Washington Development Plan, City of Fairfax, 2022 (Source: City of Fairfax), with the example SPUI ROW alignment overlayed along Route 29 to Jermantown Road/Rust Road (in blue, see Figure 13). Note the planned, multimodal character of the corridor to the east of the interchange within Kamp Washington.

As shown in **Figure 13**, a SPUI at the intersection with Monument Drive/Village Drive would likely encroach on the adjacent properties, which include residential, retail, and commercial uses (including Wegman's), as there is no ROW available for ramps or any grade separation. As detailed in the Preferred Mitigation Alternative, this intersection would operate at acceptable levels of service with lane geometry changes and signal timing adjustments.

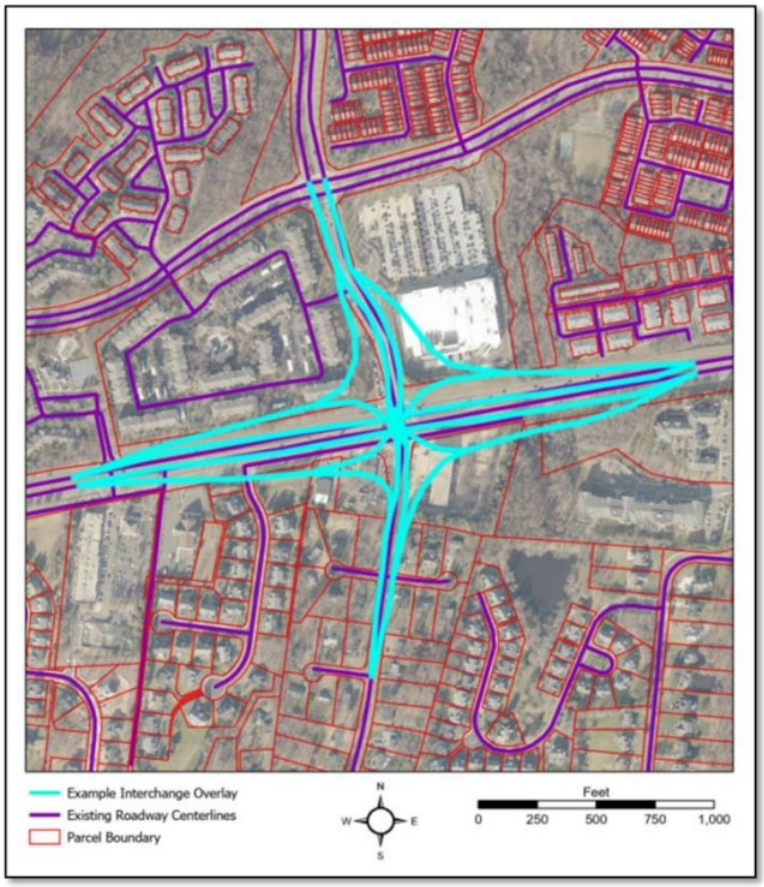


Figure 13: Potential ROW Impacts, Route 29 and Monument Drive/Village Drive (Source: FCDOT) Note the location of Wegman's grocery store in the northeast quadrant.

Figure 14 illustrates the ROW impacts of a SPUI at the intersection of Route 29 and Legato Road. Existing development adjacent to the intersection is minimal, with vacant lots; however, the area is planned for residential, retail and office uses as part of the Fairfax Center Area's Land Units H1, H4, and U. Land Units H1 and H4, north of Route 29 are planned for suburban center (non-core) area development, and it is expected that these land areas will develop accordingly. Land Unit H1 is recommended for single family residential use up to 12 dwelling units per acre or mixed use up to 0.35 Floor Area Ratio (FAR) at the overlay level, with certain development conditions.[16] The Plan recommends Tax Map Parcel 56-1 ((1)) 35, a commercial property at the northwest quadrant of Route 29 and Legato Road, for redevelopment to residential use up to 12 dwelling units per acre, with such conditions as a green corridor connection to the northwest,

[16] Fairfax County Comprehensive Plan, 2017 ed., Area III, Fairfax Center Area, p. 64-66.

and an option for assisted or independent senior living.[17] An interchange may render such Plan recommendations infeasible at this location.

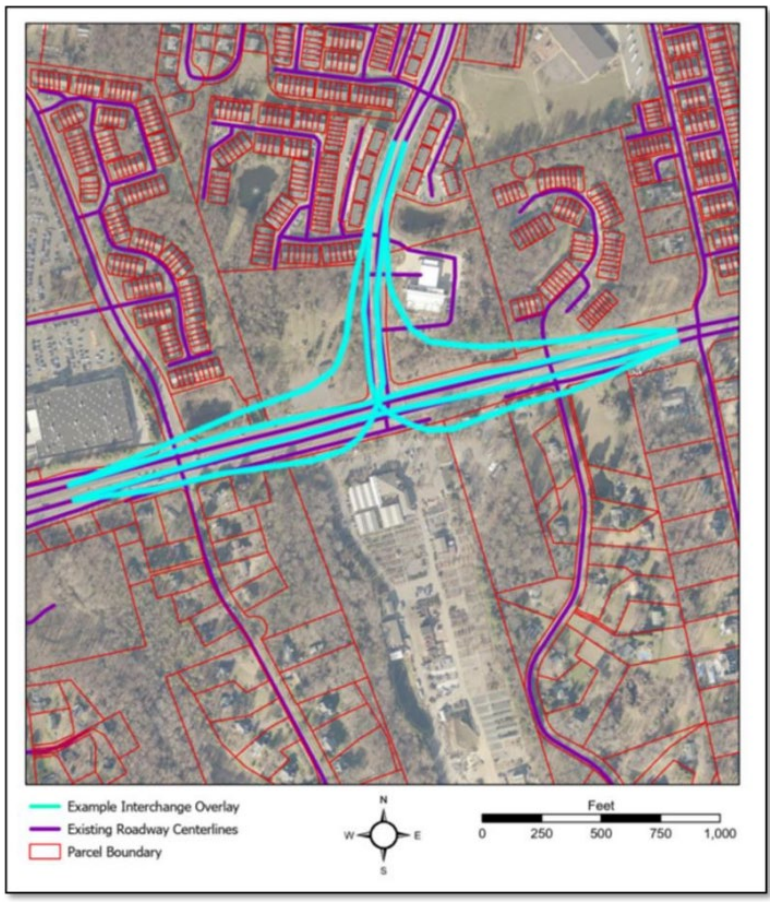


Figure 14: Potential ROW Impacts, Route 29 and Legato Road (Source: FCDOT)

As these three figures show, implementation of the adopted Plan recommendations for full interchanges at each of these intersections would likely create undue impacts to surrounding private properties, necessitate the acquisition of ROW to accommodate the interchange improvements (including the possible demolition of existing residential and commercial buildings in the vicinity), and complicate the county's and city's recent planning of the Fairfax Center Area and Kamp Washington, respectively. As detailed in the Transportation analysis of this report, these impacts can be minimized or avoided altogether through at-grade improvements that would improve the levels of service for vehicles, pedestrians, and bicyclists from existing

[17] Ibid.

baseline and projected future conditions; provide compatibility with the planned character of the corridor, and avoid costly land acquisition and design and displacement of residents and businesses.

CONCLUSION

The Route 29 Corridor Study evaluated the corridor's existing conditions and alternative future scenarios and developed a community-driven Preferred Mitigation Alternative which was endorsed by the Board on December 3, 2024. Achieving a more multimodal vision for the corridor will require meaningful, significant, and comprehensive investments toward improving the at-grade intersections and providing comfortable and safe pedestrian and bicycle infrastructure, along with the tradeoffs required to achieve that vision. The following recommendations would update the Comprehensive Plan to incorporate the applicable portions of the Preferred Mitigation Alternative and advance the adopted transportation goals for the Fairfax Center Area.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text to be added as underlined is shown in double underline. Text shown to be replaced is noted as such.

ADD:

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, as amended through September 10, 2024, "TRANSPORTATION," page 14, following the recommendations on "Roadway Network and Circulation":

…

Route 29 Guidelines (Rust Road/Jermantown Road to Buckleys Gate Drive/Summit Drive)

Route 29 is a major transportation corridor that accommodates a mix of residential, commercial, industrial and institutional uses, and serves as a complimentary facility to I-66 and Route 50. Given the suburban, neighborhood-serving character of this arterial through the Fairfax Center Area, the corridor needs to accommodate enhanced active transportation facilities to improve mobility, safety, and connectivity for people walking, biking and taking transit. Efforts to improve traffic conditions and multimodal safety and comfort along Route 29 within the county

limits from Jermantown Road/Rust Road to Buckley's Gate Drive should not consist of any roadway grade separations. At-grade improvements should consider the following along the corridor:

Roadway

- At-grade improvements to the intersection of Shirley Gate Road/Waples Mill Road at Route 29 to consider geometric changes, lane repurposing, and/or the addition of turn lanes to manage traffic congestion. Additional right-of-way may be required.

- At-grade improvements to the intersections of Legato Road and Monument Drive at Route 29 within the existing right-of-way.

Active Transportation

- Shared Use Paths are planned for both sides of Route 29 with buffers that can support vegetation, preferably street trees.

- As an interim condition on the south side of Route 29 (to facilitate the planned goal of Shared Use Paths) a combination of the service drive and a sidewalk with adequate landscaped buffers may be considered to provide a comparable level of safety and comfort as a Shared Use Path. Appropriate transitions between Shared Use Paths and service drive/sidewalk facilities should be provided.

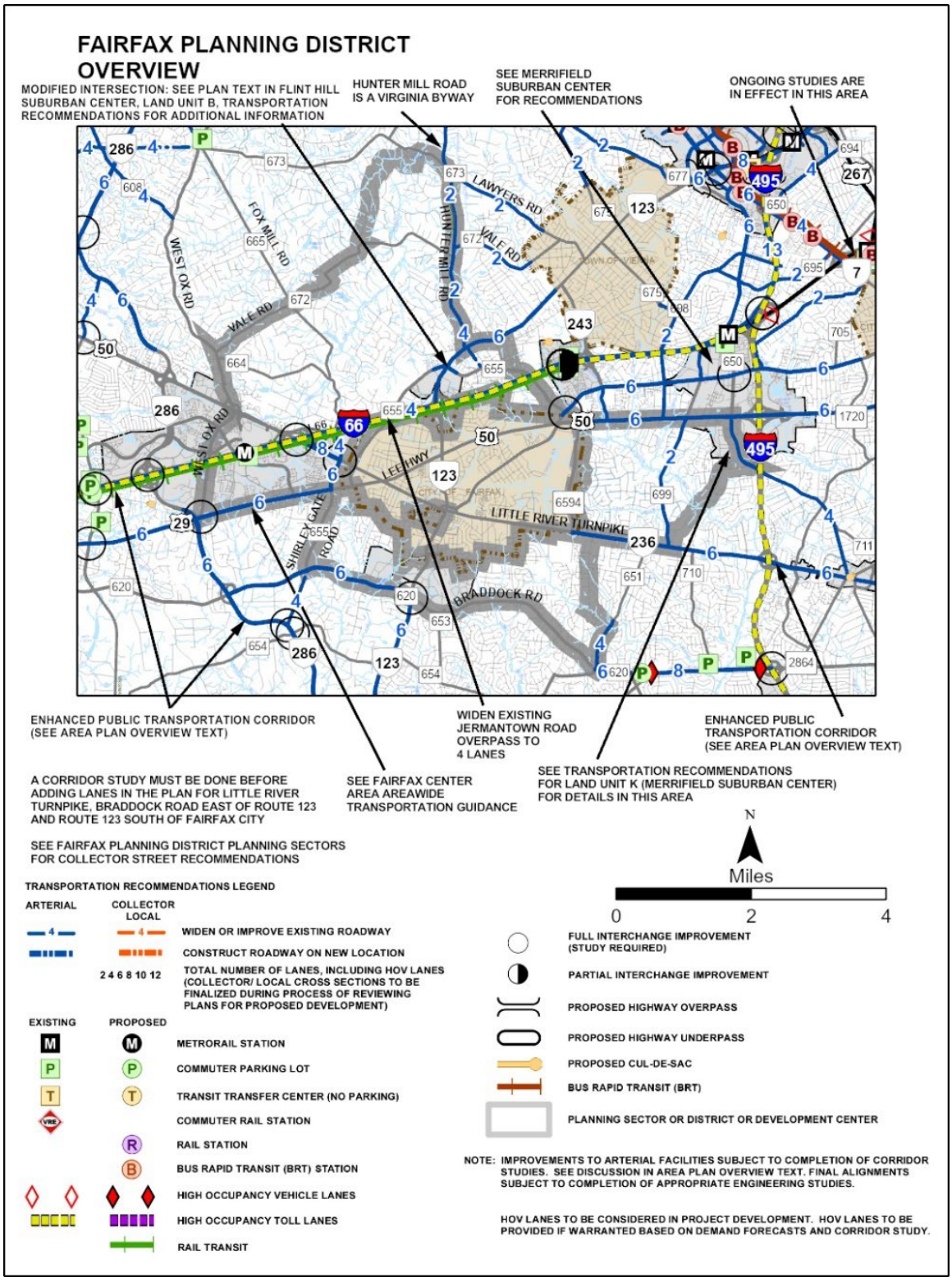
See the Fairfax Center Area's areawide recommendations concerning Pedestrian and Bicycle Systems, Pedestrian Mobility, and Bicycle Facilities for additional guidance, especially related to street crossing improvements.

MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2017 Edition, Areas II and III (multiple figures):

Modify the Transportation Recommendations figures for the Fairfax (Area II), Bull Run, and Pohick Planning Districts and the Fairfax Center Area (Area III) to remove the Full Interchange Improvement (Study Required) designation from the intersections of Route 29/Shirley Gate Road/Waples Mill Road, Route 29/Legato Road, and Route 29/Monument Drive and to add a reference to the newly-added corridor recommendations in the Fairfax Center Area areawide text. An example is shown below (Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, as amended through March 18, 2025, Overview, Figure 2, "Countywide Transportation Recommendations, Fairfax Planning District," page 5). Additional figures to be updated include:

- Area II, Fairfax Planning District, F7 George Mason Community Planning Sector, Transportation Recommendations, Figure 29, page 80;
- Area III, Bull Run Planning District, Countywide Transportation Recommendations, Figure 2, page 5;
- Area III, Bull Run Planning District, BR7 Braddock Community Planning Sector, Transportation Recommendations, Figure 36, page 90;
- Area III, Pohick Planning District, Countywide Transportation Recommendations, Figure 2, page 5; and
- Area III, Fairfax Center Area, Transportation Recommendations, Figure 3, page 11.



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
FAIRFAX PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

COMPREHENSIVE LAND USE PLAN MAP

The Fairfax County Comprehensive Land Use Plan Map will not change.

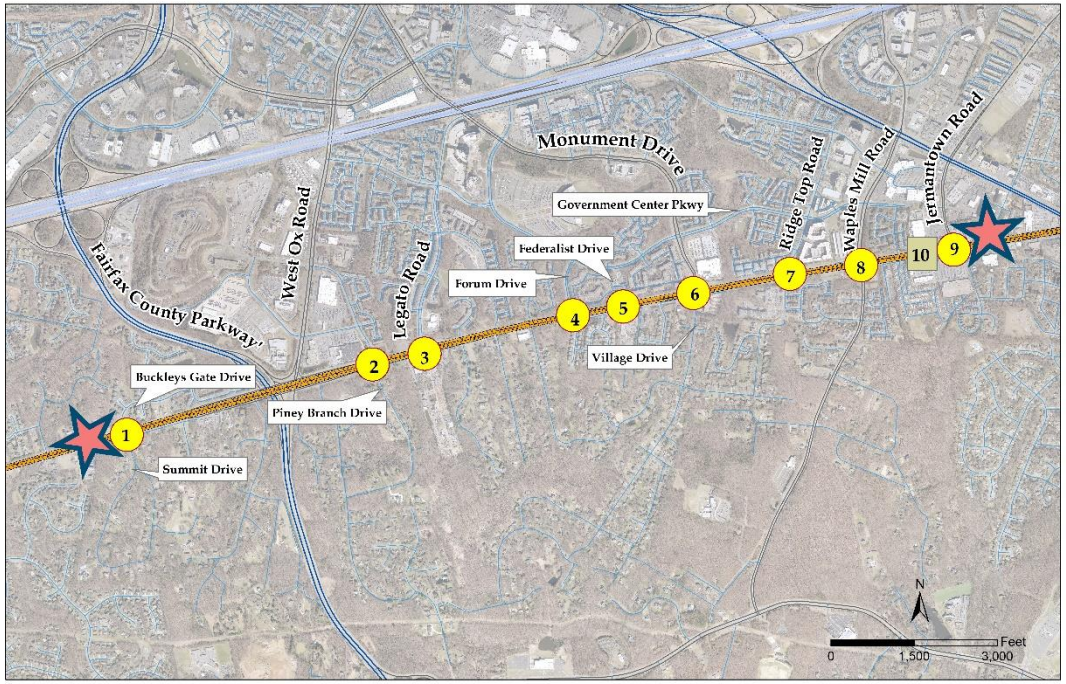
COUNTYWIDE TRANSPORTATION PLAN MAP

MODIFY:

Fairfax County Countywide Transportation Plan Map, as amended through March 18, 2025 (and as incorporated by reference in Fairfax County Comprehensive Plan – Policy Plan, 2017 Edition, Transportation Element, Figure 1) to remove the Full Interchange Improvement (Study Required) designation from the intersections of Route 29/Shirley Gate Road/Waples Mill Road, Route 29/Legato Road, and Route 29/Monument Drive.

APPENDIX 1

COMMUNITY OUTREACH AND ENGAGEMENT SUMMARIES



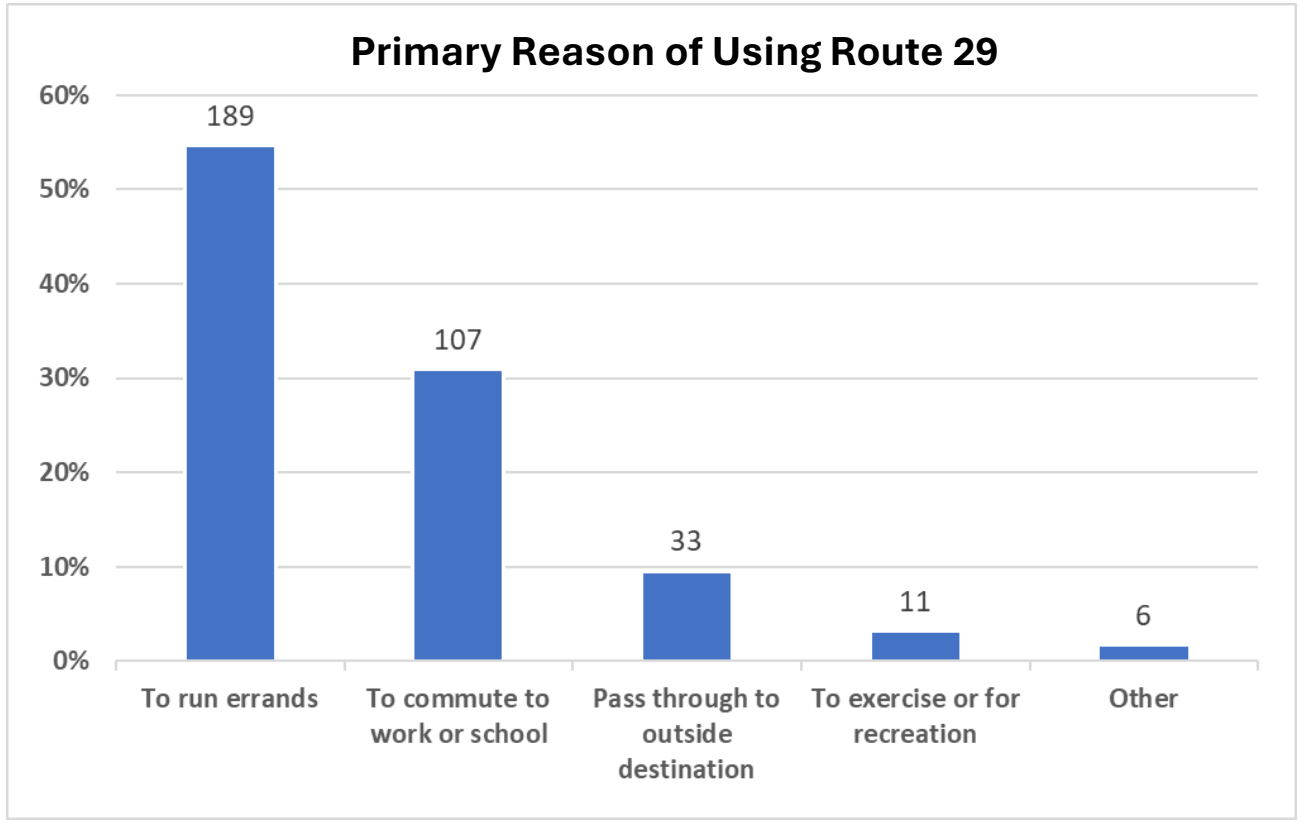
Route 29 Corridor Study

Outreach Summary

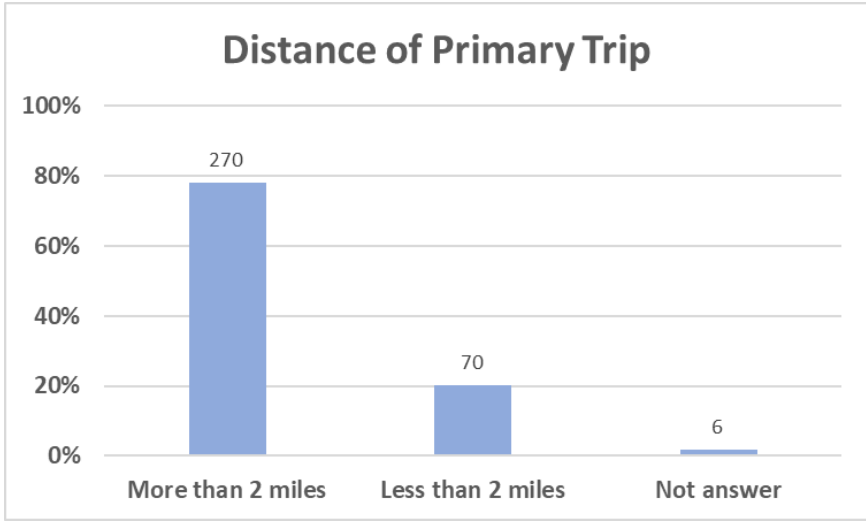
Survey 1

- Comments and survey responses were taken through March 1st, 2024
  - 370 participants
    - 1293 views
    - 2459 individual responses
    - 448 comments

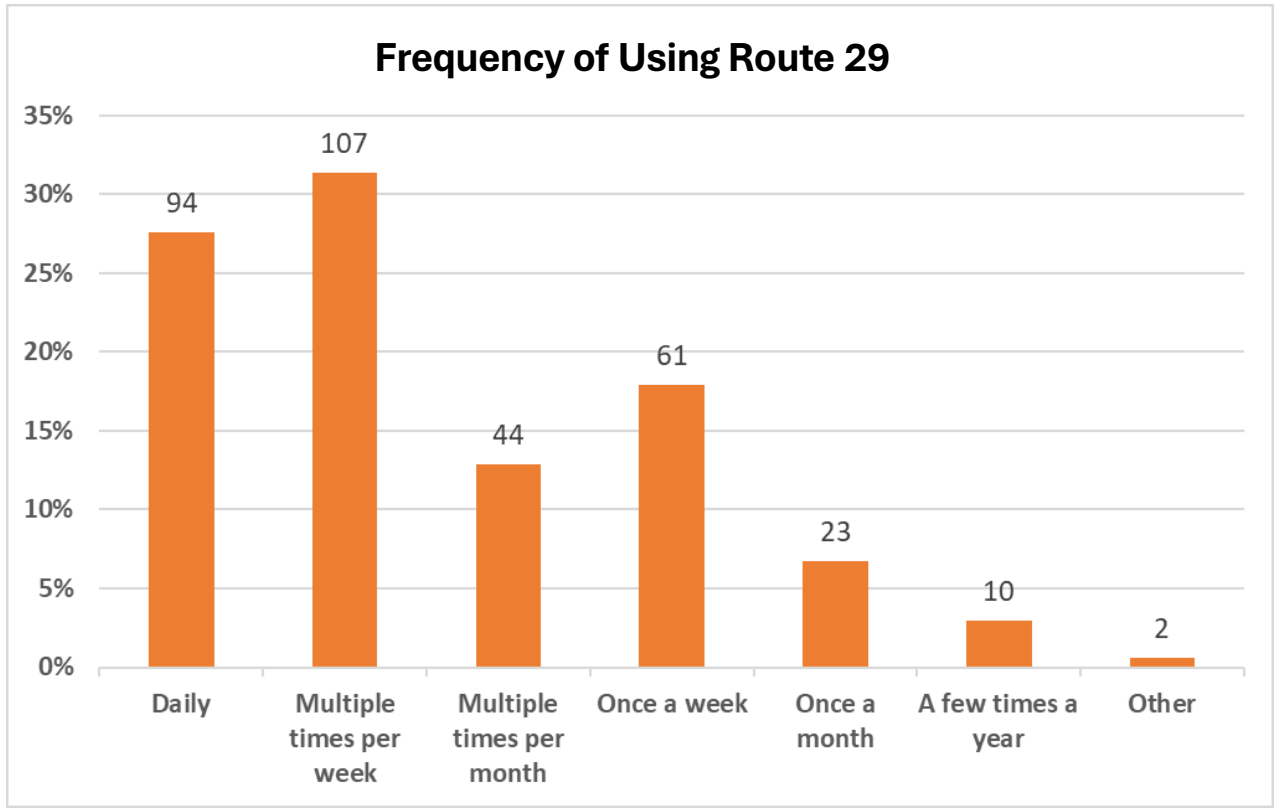
What is the primary reason for your trips when you use Route 29? And what is the distance of your trip?



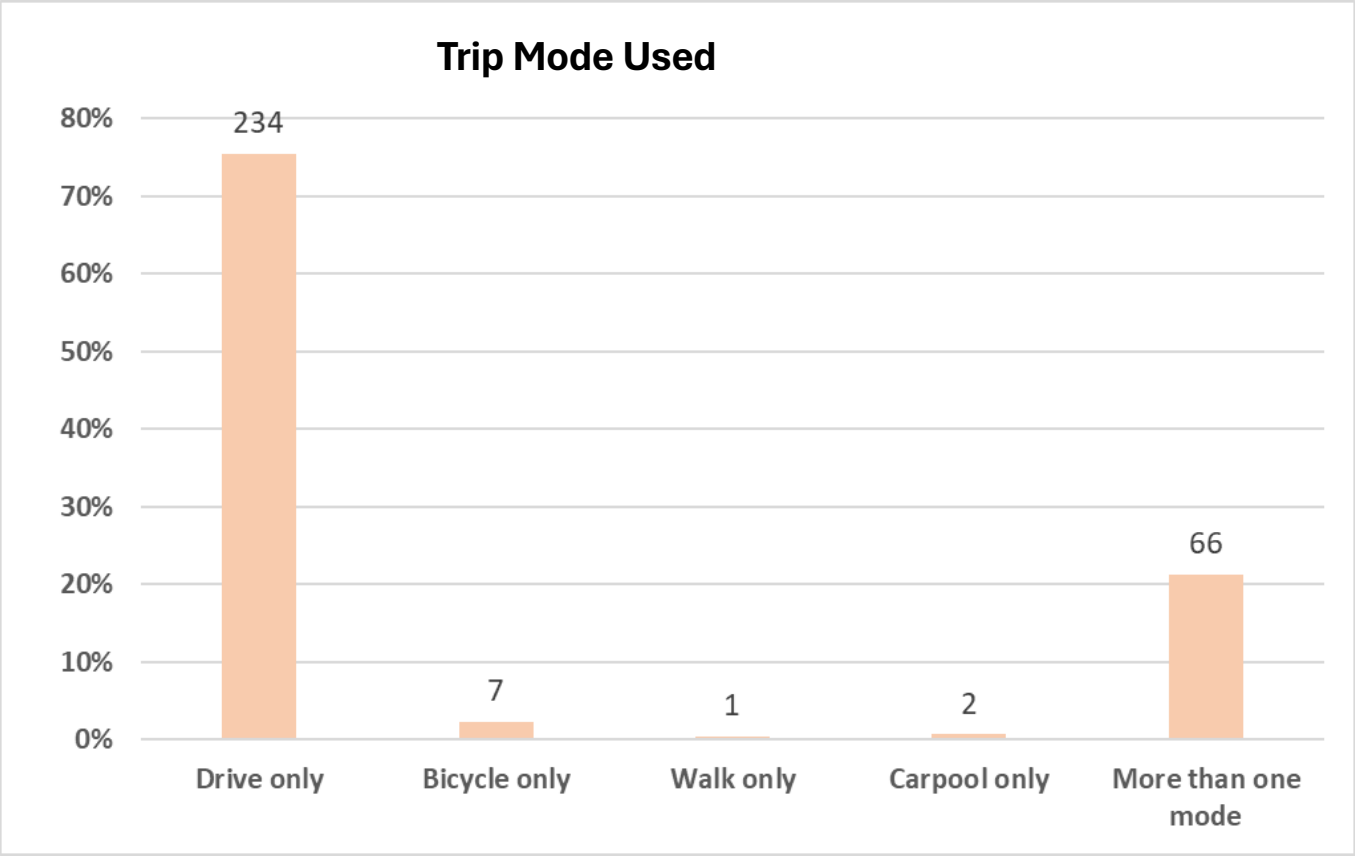
- *"I drive down 29 to get to Costco, and other shopping locations."*
- *"I use Rt 29 to get to Wegman's, Costco, Quick Lane, Walmart, NFCU, etc."*
- *"I only use that route to run errands like purchasing groceries. I need a vehicle to hold the groceries so it's not practical to walk or bike."*



How frequently do you take this trip?

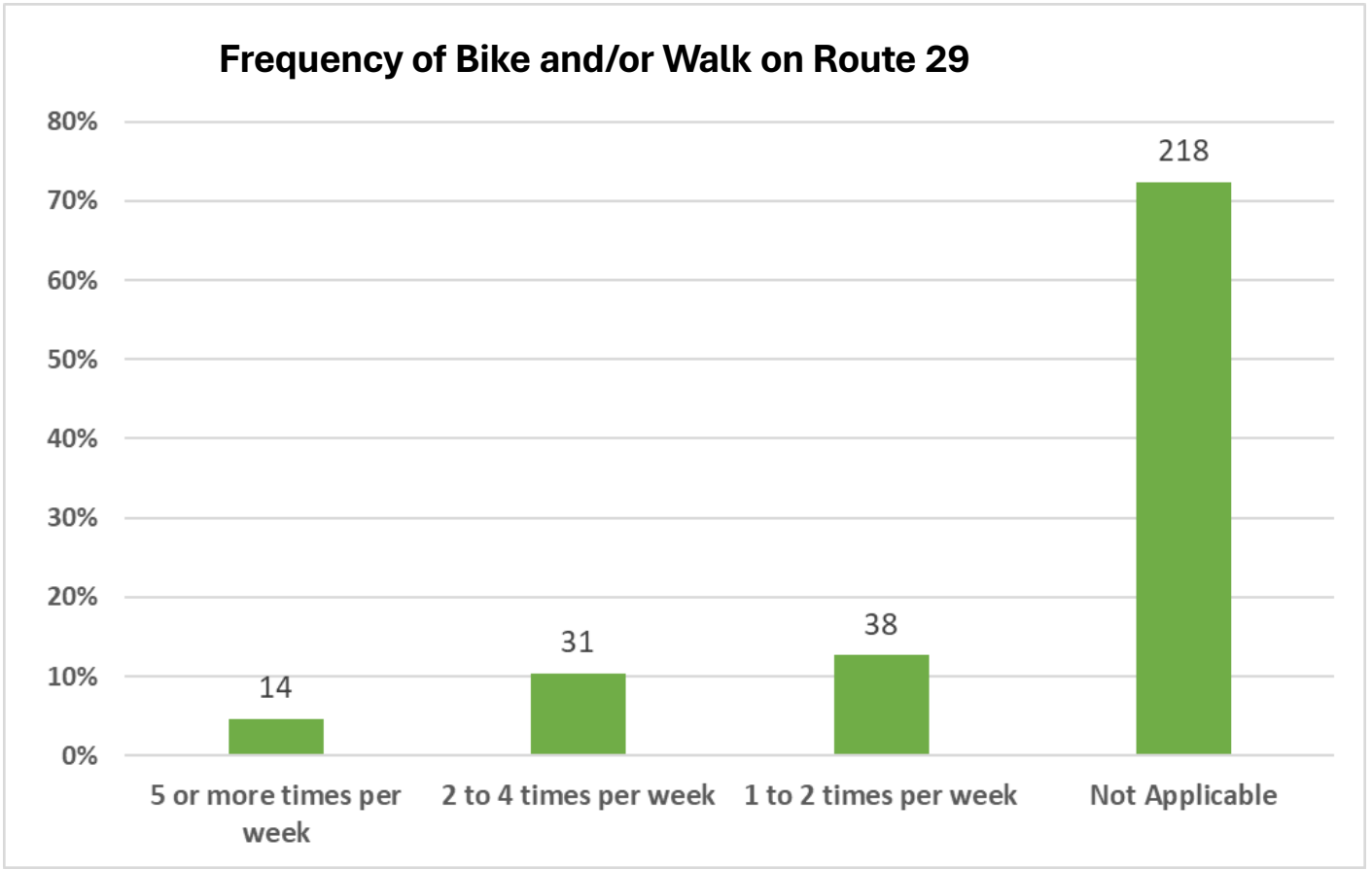


What modes of transportation do you use along the corridor?

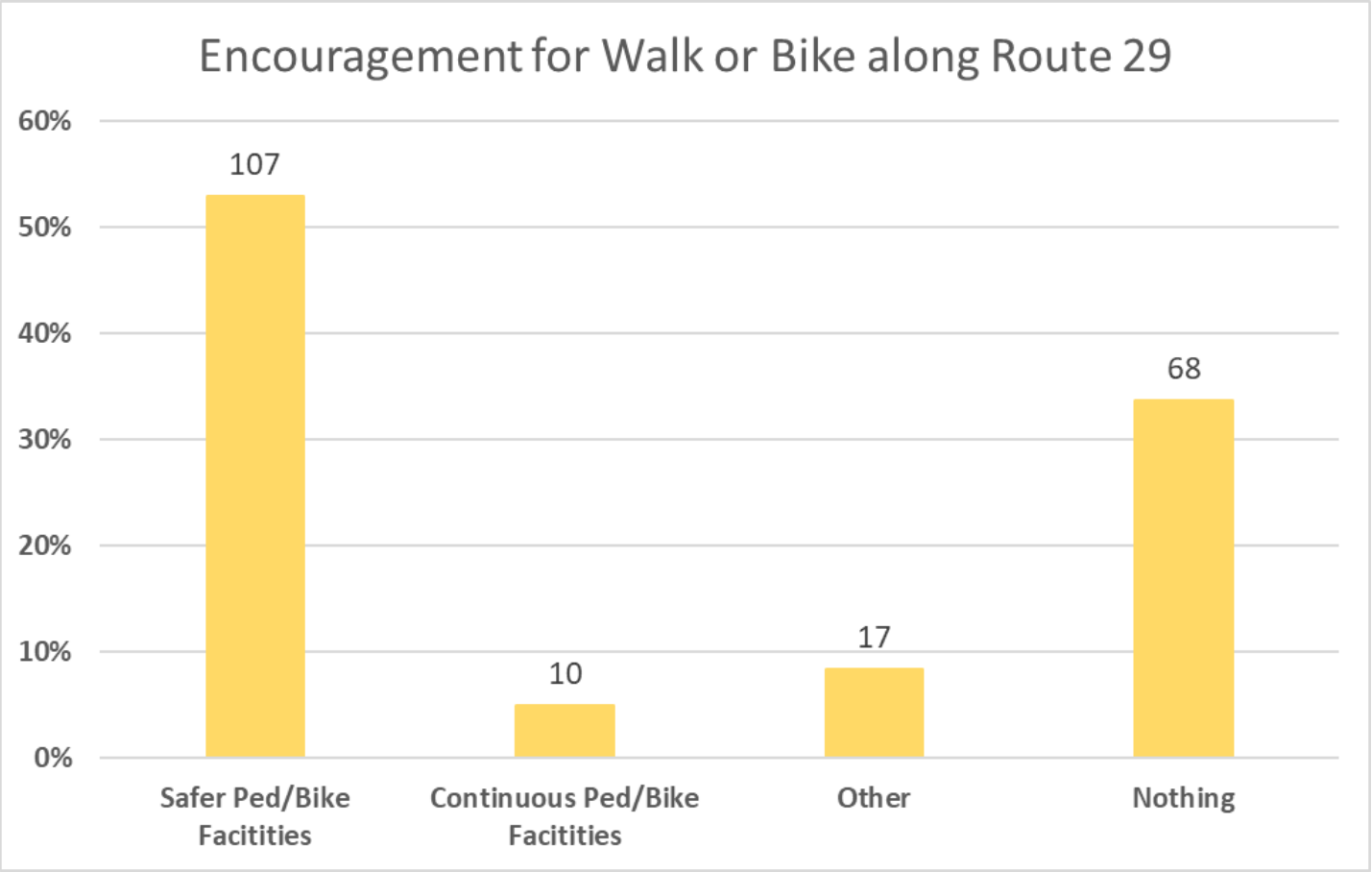


- *"It is very car centric so it will not really be a great place to walk/bike. "*
- *"A shared use path along the entire study area would encourage multi-modal use. "*

If you walk or bike, how many times per week do you walk or bike along or across Route 29?



What would encourage you to walk or bike along Route 29?



– Top Encouragement

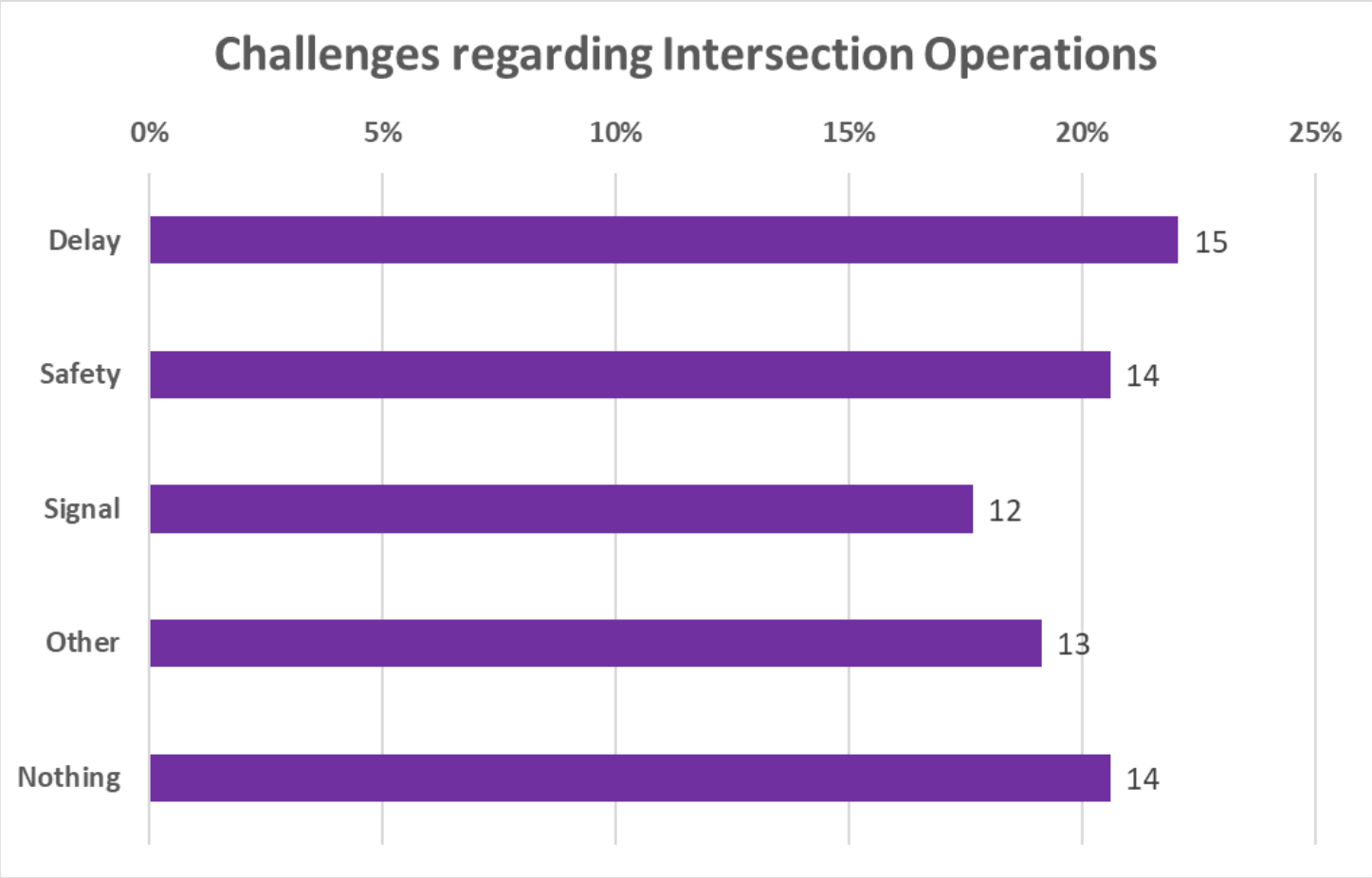
- Safer facilities
  - ❑ Dedicated and wider sidewalk/bike lane
  - ❑ Separation from roadway
- Continuous facilities

➢ *"Greater separation from traffic and easier access from my residence."*

➢ *"Dedicated bike path with access from Fairfax city neighborhoods."*

➢ *"Continuous sidewalks on both sides of Rt 29."*

Have you experienced any challenges at one or more of the intersections? If yes, please describe your experience.



- *"Long delays and inadequate time for left turn out of Lee Plaza/ Robertson farm circle; Long delays and inadequate time to make left turn at Lee Plaza/Robertson farm circle. "*
- *"There should be a left turn on flashing yellow to turn left onto Monument. The wait here is unnecessarily long considering there is a clear view of oncoming traffic."*
- *"Between Piney Branch and Village Drive can get a bit dark so visibility is difficult. Adding lights along with trails/sidewalks can help this."*
- *"Turning left going north/eastbound is a slow process. "*

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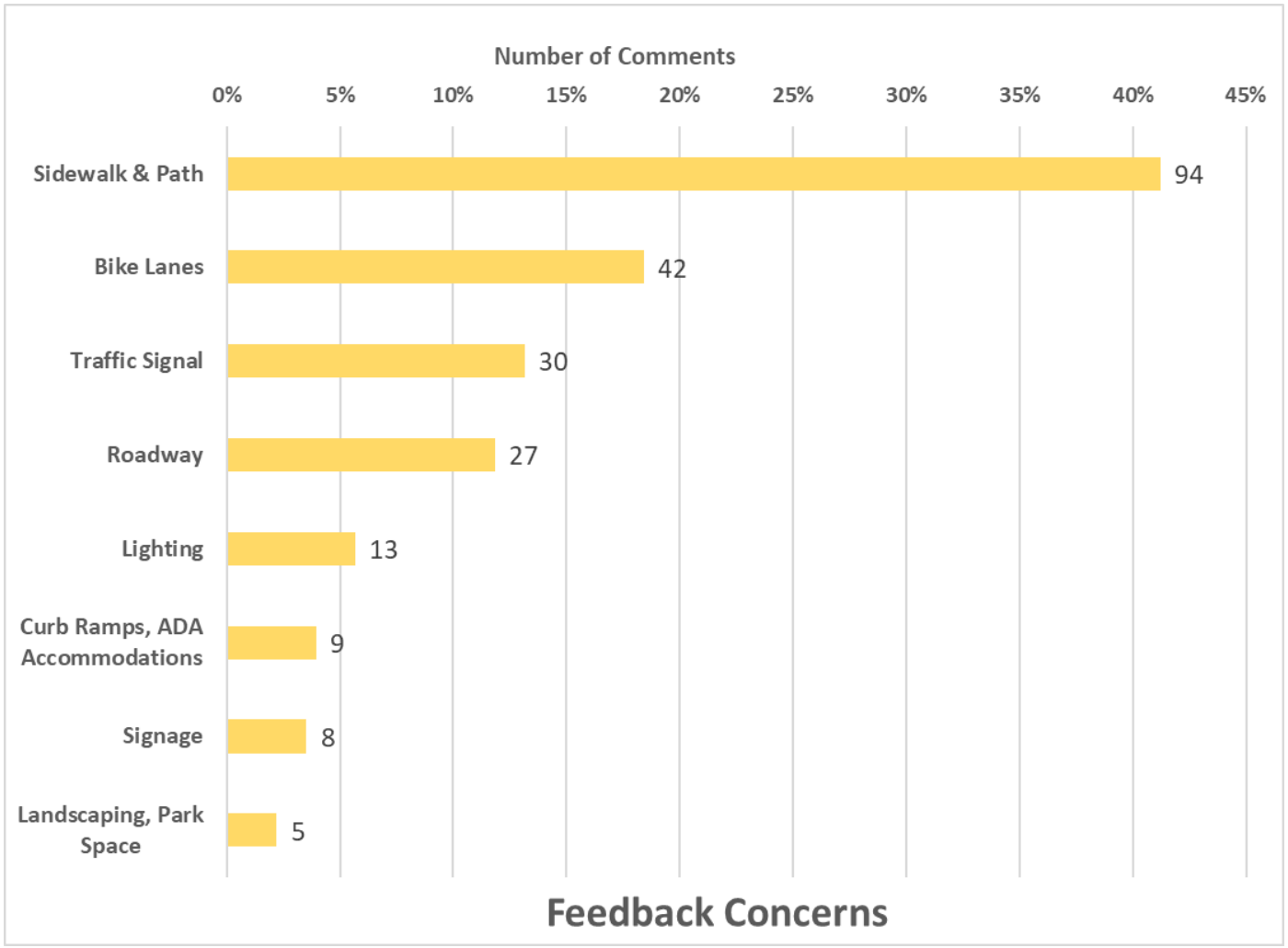
Please tell us any transportation improvements you'd like to see along Route 29. Select the category that most closely represents your feedback



- *"Long delays and inadequate time for left turn out of Lee Plaza/ Robertson farm circle; Long delays and inadequate time to make left turn at Lee Plaza/Robertson farm circle. "*
- *"There should be a left turn on flashing yellow to turn left onto Monument. The wait here is unnecessarily long considering there is a clear view of oncoming traffic."*
- *"Between Piney Branch and Village Drive can get a bit dark so visibility is difficult. Adding lights along with trails/sidewalks can help this."*
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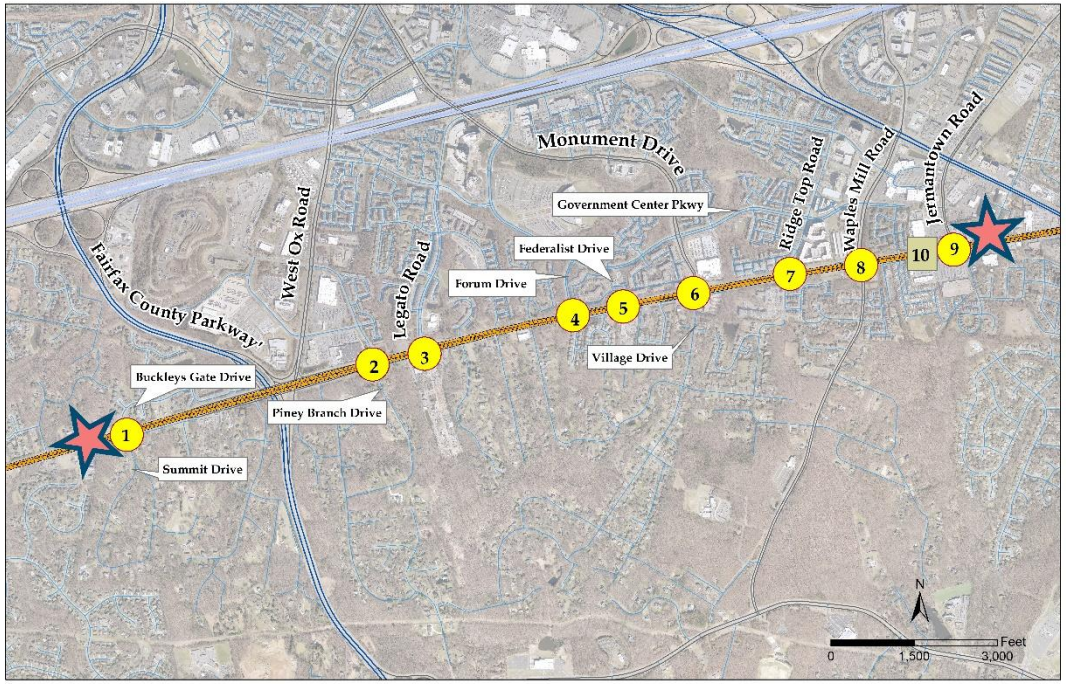


Route 29 Corridor Study

Survey 2 Summary

Comments Received Through:

June 5 – 28, 2024

Public Outreach Overview

- **How was public feedback collected**
  - First Public Meeting on March 12, 2024 - Virtual
  - Second Public Meeting on June 5, 2024 - Virtual
  - Survey
  - Via project website
  - Email
- **What topics were discussed at public meetings**
  - Purpose and background
  - Typical travel conditions
  - Corridor wide mobility and safety improvements
    - Alternative improvements for planned interchanges
    - Pedestrian & bicycle connectivity

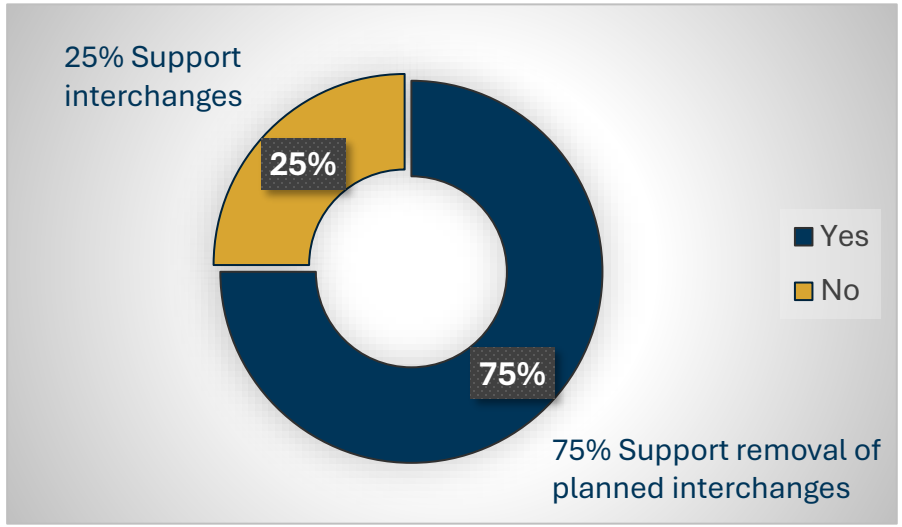
Survey Results and Summary of Comments

Online Engagement

- Comments and survey responses were taken through June 5-28, 2024. This survey included 5 questions
- Public comments and questions came from:
  - 36 participants
    - 967 views
    - 252 responses
    - 65 comments
- Link to survey results: https://PublicInput.com/Report/tttrcsuk1sn

Survey – Question 1

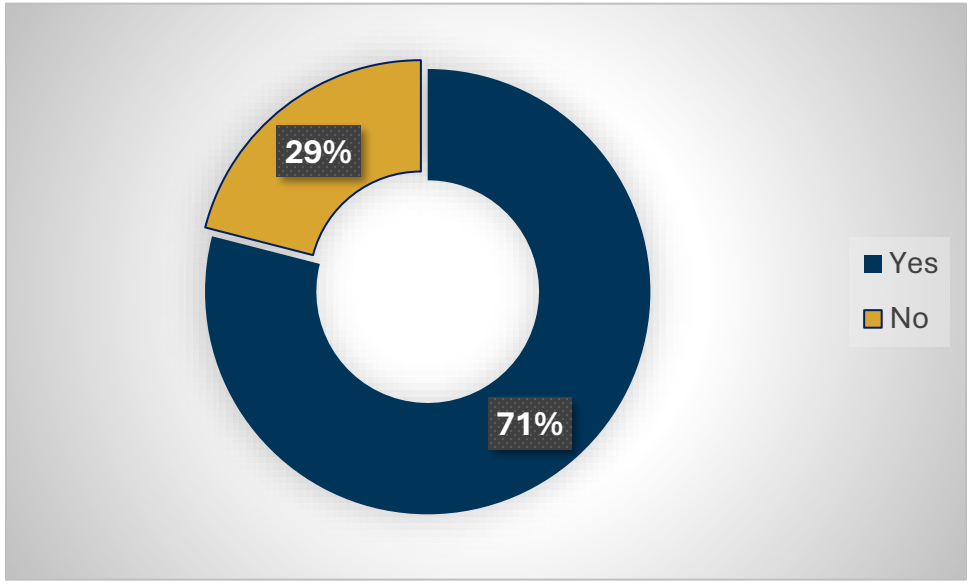
Q1) The Study indicates that the intersections of Legato Road and Monument Drive at Route 29 will operate within acceptable conditions with the proposed improvements (adjusting signal timing, lane designs, etc.) in the future. We recommend the removal of the planned interchanges from the comprehensive plan. Do you agree?



75% of the respondents support the proposed improvements that improve multimodal mobility and accessibility at intersections and remove the planned interchange from the comprehensive plan.

Survey – Question 2

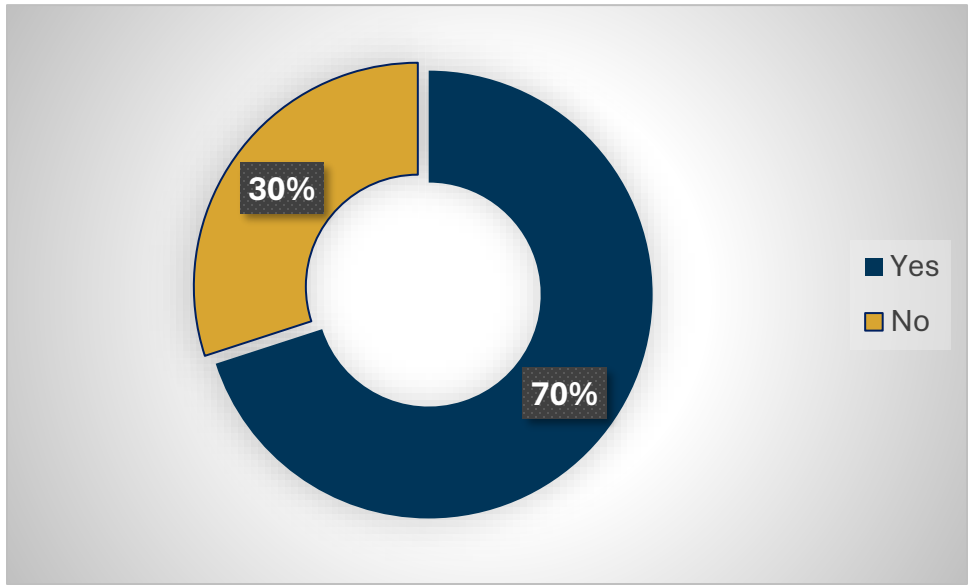
Q2) The Study indicates that adding additional capacity in the form of dual left turn lanes along Waples Mill Road and Shirley Gate Road will help address the traffic problems at this intersection in the future. We recommend the removal of the planned interchange from the comprehensive plan and exploring alternative at-grade improvements (adjusting signal timing, lane designs, etc.) to optimize efficiency and safety while minimizing cost and environmental damage. Do you agree?



71% of the respondents support the removal of the planned interchange at Waples Mill Road and Shirely Gate Road from the comprehensive plan.

Survey – Question 3

Q3) To improve pedestrian and bicycle connectivity and safety issues, we propose relying on the service drive where we do not have adequate right- of- way along Route 29 for a shared use path. Are you comfortable biking and walking along the service drive of Route 29?



70% of the respondents are comfortable with biking and walking along the service drive of Route 29 and support the proposed solution to use a shared path for active transportation where the right-of-way is not adequate.

The concerns from the opposing respondents include speeding along Route 29 and mixing bikers/pedestrians with vehicles on the service drive. Respondents suggested clear designations and separations along the service drive to reduce the conflict with vehicles or minor design changes that reduce aggressive driving behaviors.

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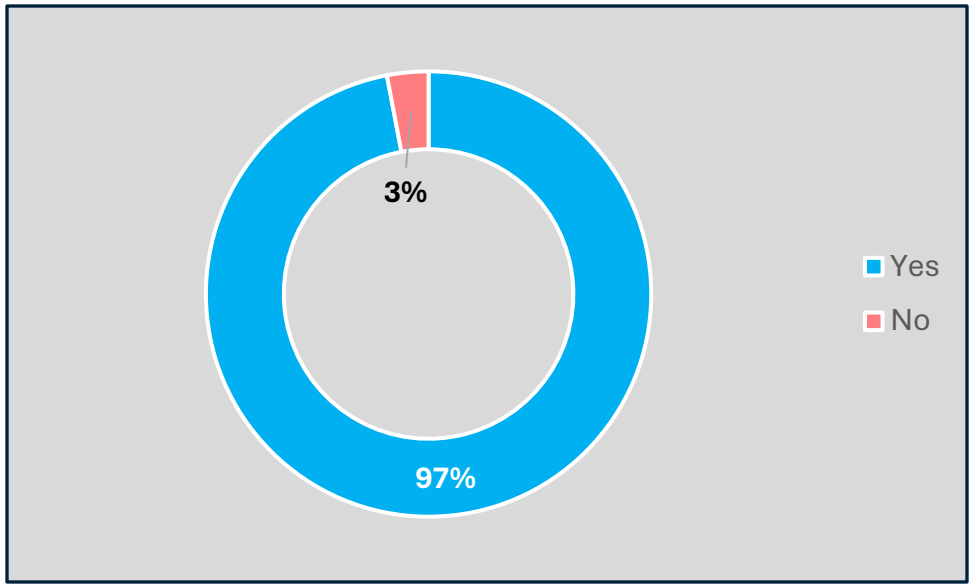
Survey – Question 4

Q4) Crosswalk and Median Refuge Design

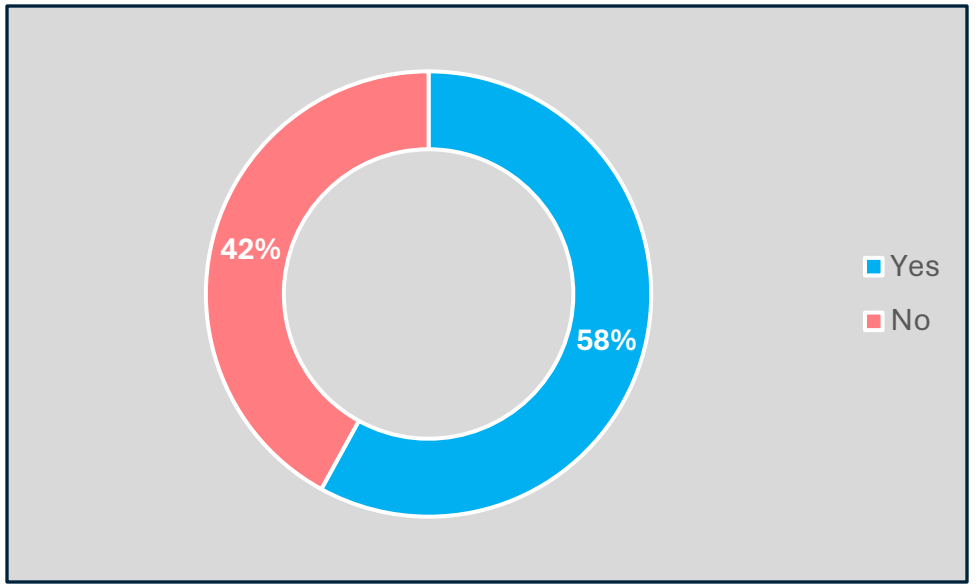
a) Do you prefer striped crosswalks for all 4 legs of each of the intersection?

b) Would you feel comfortable waiting in the median refuge in circumstances where you can't cross the intersection?

a) Striped Cross Walk



b) Median Refuge



- 97% of the respondents prefer striped crosswalks for all 4 legs of the intersections
- Over half (58%) of the people are comfortable waiting in the median refuge when crossing the intersection.

- The concern from the opposing respondents were about waiting at a small median refuge island in the middle of the six-lane road and suggested providing adequate size median refuge islands.

Survey – Question 5

5) Please provide your feedback on the proposed corridor-wide pedestrian and bicycle connectivity improvements. Drop a pin where you'd like to comment and share your feedback.

Respondents responded by commenting the following:

- **Sidewalks near West Ox Rd and Forum Dr**
- **Crosswalks at Piney Branch Rd and Legato Rd**
- **Wider (or Add) pedestrian island at Legato Rd, Monument Dr, Ridge Top Rd, Waples Mill Rd, and Jermantown Rd.**
- **Automatically activate the pedestrian signal at Forum Dr, Monument Dr, Ridge Top Rd, and Waples Mill Rd**
- **Remove channelized right turn at Waples Mill Rd**
- **Protected pedestrian phase at Jermantown Rd**

Written Comments

Topic	Quotes
Ped and Bike Safety:	• "Legato Road is a heavily used area for pedestrians. I would encourage you to pursue safety for pedestrians and bicyclists. Carry the sidewalk along 29 from Legato to the Home Depot / Costco shopping area. Walking along the edge of 29 is on a grass path is dangerous. At the Lowes / Walmart intersection why not place a pedestrian crossover over 29, there is heavy foot traffic with people carrying shopping bags, thus slowing them down while they cross the road." • "Terrifying, people making U-turns at high speeds due to the length of the light and also crossing across 6 lanes of traffic from Mary Mead side. ; crossing is dangerous because the grass and weeds grow so tall and are not maintained that you can't see cars turning off Rt 29 at high rates of speed." • "The slip lane on westbound 29 at Shirley Gate/Waples Mill needs to be removed. Crossing this as a pedestrian is perilous with the amount of visual obstructions caused by the queued cars and the speed at which people enter that slip lane."

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Written Comments

Topic	Quotes
Ped and Bike Safety:	• "Terrifying, people making U-turns at high speeds due to the length of the light and also crossing across 6 lanes of traffic from Mary Mead side. Crossing is dangerous because the grass and weeds grow so tall and are not maintained that you can't see cars turning off Rt 29 at high rates of speed" • "I would vote yes only if it was clear in the slides that the crosswalk buttons will be placed in a way that they are easily accessible. Also, not clear if pedestrian crossing signals would also have a green traffic signal for opposing traffic. This creates pedestrian/car interaction. If there is a walk signal, all traffic signals should be red. Crossing pedestrians should not have to compete with cars." • "The crosswalks are good. Extending the existing sidewalk would be useful." • "Major improvements to pedestrian and cyclist experience need to be included in the plan. Safety measures and facilities to allow for better flow and safe crossings for those modes of transport are critical."

Written Comments

Topic	Quotes
Ped and Bike Safety:	• "We need to crosswalks and break in the median for safety for peds and cyclists." • "The median refuge islands look wildly small. It would definitely be uncomfortable standing there while drivers whiz past at 50+ mph, which is legitimately how fast they travel despite the speed limits. Making them wider would help, but the road geometry is always going to encourage drivers to driveway too fast." • "Drivers enter this slip lane with great speed and there are blind spots created by the queueing traffic. The plans suggest a refuge island will be there, but it will be ineffectual and wildly uncomfortable to use."
Interchange	• Those interchanges are a highway hellscape for pedestrians and cyclists. Major improvements required to allow better biking and pedestrian experience

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Written Comments

Topic	Quotes
Service Road for Ped and Bike:	• "If we made a designated space for bikes on the service road, I think it could solve the problem you raise. The service road is nice to ride on except for when someone drives their SUV down it as if they're still speeding on Route 29. We should implement traffic calming measures on the service road." • "Ensure the service road connection is easily accessible and maintained." • "There should be a sidewalk. While the number of bicyclers is vanishingly small, there are many opportunities to walk through this area which should be out of vehicle travel lanes."

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Written Comments

Topic	Quotes
Service Road for Ped and Bike:	• " …" I think utilizing the Service Road is great: it's wide and comfortably set back from Route 29. However, a bike-specific section should be designated with bollards or some other separation. U.S. 29 Service Road looks like it is around 28 feet wide. That means we could have an 8-10 foot MUP on the north side of the road and still have room for two full lanes of approximately 10-foot wide car lanes. Yes, this would mean a narrower space for the cars, but that's the point. They should be driving slowly and carefully on the service road. which contains entrances to driveways, churches, stores, and homes. If they have to pass each other, then they need to slow down and navigate the space with care.

Recommendations

- Recommend removal of the planned interchanges from Monument Drive, Legato Road and Shirley Gate Road/Waples Mill Road @ Route 29
- Current infrastructure along Route 29 is not conducive for safe ped and bike travel
- Crosswalks at all 4 legs of the intersection
- Median island refuge has safety concerns emanating from volume and speed of traffic along Route 29
- Service Drive can be used for ped and bike travel where there is no Shared Use Path or Right of Way.