

VIRGINIA DEPARTMENT OF TRANSPORTATION

Design Public Hearing Transcript

Richmond Highway Corridor Improvements

Project: 0001-029-205,P101, R201, C501, B617, B618, D603

Route: 001

County: Fairfax

UPC: 107187

From: Jeff Todd Way

To: Sherwood Hall Ln

Hearing Date: March 26, 2019

Venue: Mount Vernon High School, Alexandria, VA



Table of Contents

	Page
Public Hearing Advertisement.....	1
Public Hearing Brochure.....	2-5
Public Hearing Sign-In Sheets.....	6-29
Court Reporter Transcript.....	30-81
Comments and Responses	
Comment Cards	82-87
Email Comments.....	88-106
Fairfax County Comments.....	107-121
Letters	122-132
Sierra Club Comments.....	133-165
Locality Endorsement.....	166-167

Public Hearing
Advertisement

**Richmond Highway
Corridor Improvements
Fairfax County**

Design Public Hearing

Tuesday, March 26, 2019

6:30 p.m. to 8:30 p.m.

Presentation starts at 7 p.m.

Inclement Weather Date: Thursday, April 11, 2019

Mount Vernon High School
Auditorium/Cafeteria, use entrance 4
8515 Old Mount Vernon Road
Alexandria, VA 22309

Find out about plans to widen about three miles of Richmond Highway (Route 1) from four to six lanes between Jeff Todd Way and Sherwood Hall Lane.

The project includes separate bicycle and pedestrian accommodations on both sides of the road, safety enhancements, as well as preserving the median width to accommodate Fairfax County's future Bus Rapid Transit plans for dedicated bus-only lanes.

Stop by between 6:30 p.m. and 8:30 p.m. to view displays and learn more about the project and preferred design alternatives. A presentation will begin at 7 p.m. and project staff will be available to answer your questions.

Review project information at the VDOT project website (www.virginiadot.org/richmondhighway), at the public hearing, or during business hours at VDOT's Northern Virginia District Office at 4975 Alliance Drive in Fairfax. Please call ahead at 703-259-2599 or TTY/TDD 711 to ensure appropriate personnel are available to answer your questions.

Give your written comments at the meeting, or submit them by **April 26, 2019** to Mr. Dan Reinhard, P.E., Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030, or email RichmondHighway@VDOT.virginia.gov. Please reference "March 26 design public hearing" in the subject line.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Dan Reinhard at 703-259-2599.

State Project: 0001-029-205, P101, R201, C501, B617, B618, D603
UPC: 107187, Federal: STP-5A01 (686)



Public Hearing Brochure



Design Public Hearing

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Tuesday, March 26, 2019

6:30 to 8:30 p.m.

Presentation starts at 7 p.m.

Mount Vernon High School
8515 Old Mount Vernon Road
Alexandria, VA 22309

Public Hearing

The Virginia Department of Transportation (VDOT) welcomes you to the design public hearing for the Richmond Highway (Route 1) Corridor Improvements project from Jeff Todd Way to Sherwood Hall Lane in Fairfax County. We look forward to your active participation.

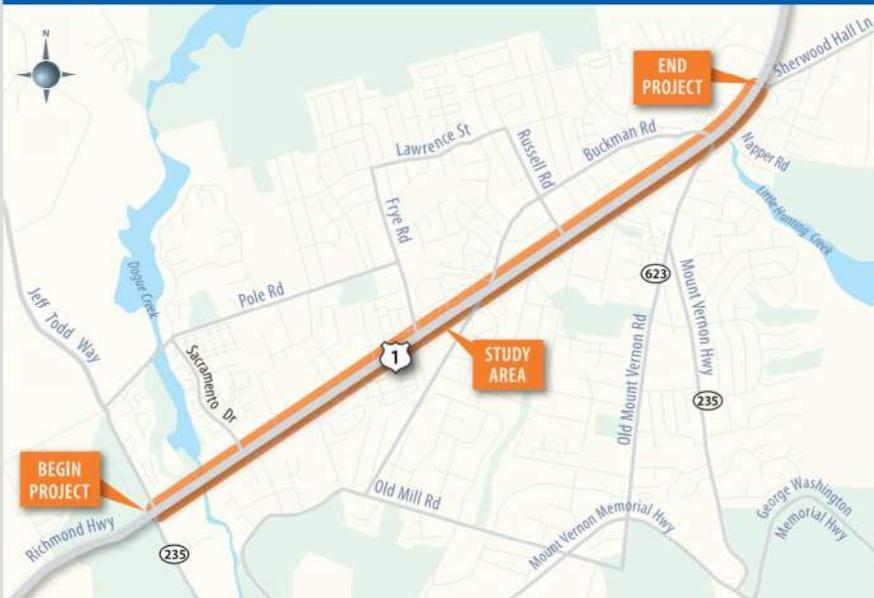
This design public hearing is being held to provide an opportunity for citizens and organizations to comment or give suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public discussions on transportation projects and programs affecting them. VDOT and Fairfax County

continue to coordinate on the design of road improvements, the county's Embark initiative and the future Bus Rapid Transit system.

A comment sheet is included in this brochure and your input is encouraged. All comments received will be reviewed by VDOT and the design team. You can email comments to richmondhighway@vdot.virginia.gov.

Two court reporters are present at tonight's meeting to take your comments and the project team is available to discuss your concerns.

Project Overview



Richmond Highway Corridor Improvements project area

Purpose: To increase capacity, safety and mobility for all users

Project Limits: Richmond Highway from Jeff Todd Way to Sherwood Hall Lane

Improvements: Widen about three miles of the road from four to six lanes, including sidewalks and bike paths on both sides of the street

Project Description

This project will improve about three miles of Richmond Highway between Jeff Todd Way and Sherwood Hall Lane. Proposed project improvements include:

- Widening the road from four lanes to six lanes
- Making intersection improvements
- Building separate sidewalks and bike paths on both sides of the road
- Reserving the median width necessary to accommodate Fairfax County's future planned Bus Rapid Transit for dedicated bus-only lanes
- Building three bridges and new stormwater management facilities

These improvements focus on improving safety, decreasing congestion, increasing capacity, and expanding mobility for all users, all in conformance with Fairfax County's Comprehensive Plan. The preferred design includes road widening and several major intersection improvements, including:

- Adding left, through and right turns at each signalized intersection
- Accommodating multiple signal phases to improve traffic flow
- Adding bicycle and pedestrian crossing signals to improve safety

Sacramento Drive and Cooper Road

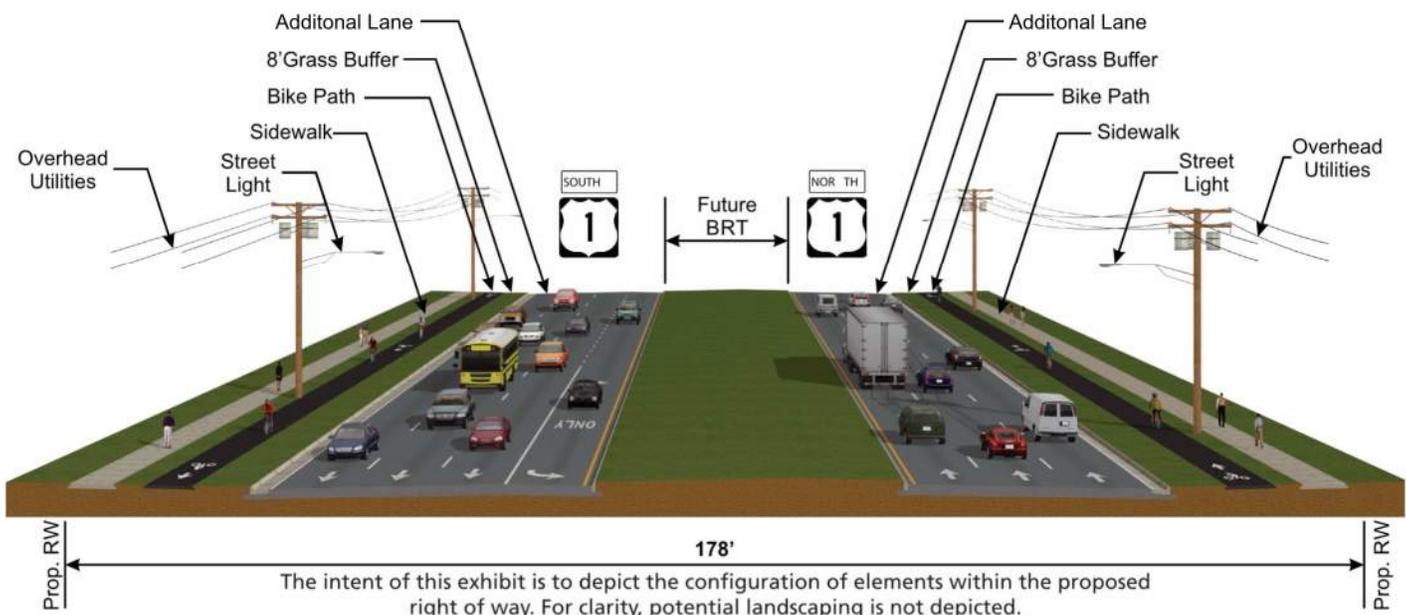
- Realigning Sacramento Drive to meet the existing Cooper Road intersection, consistent with the Fairfax County Comprehensive Plan
- Adding second left-turn lane along both Sacramento Drive and Cooper Road
- Adding pedestrian crosswalks and signals on all sides of the intersection

Buckman Road and Mount Vernon Highway

- Realigning the Buckman Road and Mount Vernon Highway intersection to provide dual left-turn lanes and a right-turn lane along southbound Richmond Highway
- Adding a third lane along Buckman Road to create two left-turn lanes and a separate through right-turn lane
- Adding a second right-turn lane along Mount Vernon Highway
- Adding pedestrian crosswalks and signals across the east, south and west legs of the intersection

The meeting tonight will provide additional information on the preferred design. Representatives from Fairfax County are also present to discuss other planned improvements and projects along the corridor.

Typical Section



Estimated Project Cost

Preliminary Engineering:	\$16 million
Right of Way:	\$160 million
Construction:	\$196 million
Total Cost:	\$372 million

This project is currently funded through the right of way phase and includes Regional Surface Transportation Program, Revenue Sharing and Northern Virginia Transportation Authority funds. All project costs are estimates and subject to change as the project design is finalized.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Dan Reinhard, P.E. at 703-259-2599 or TTY/TDD 711.

Right of Way

As design of this project is finalized, additional easements may be required beyond the proposed right of way shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction. Information about right of way purchase is discussed in VDOT's brochure, "A Guide for Property Owners and Tenants." Copies of this brochure are available here from VDOT personnel. After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

Anticipated Schedule

Design Public Hearing
March 26, 2019

Approve Design
Spring 2019

Begin Right of Way Acquisition
Winter 2019/20

Begin Utility Relocation
Winter 2020/21

Begin Construction
Summer 2023

Environmental Review

The Environmental Assessment (EA) was publicly available at National Environmental Policy Act (NEPA) public hearing held on October 29, 2018 and the public comment period closed on December 6, 2018. The public involvement requirements under 23 CFR 771(h) have now been satisfied. The EA document can still be viewed at the project's design public hearing and online at www.virginiadot.org/richmondhighway. Representatives from VDOT's Environmental Section are available to discuss the environmental review process and to answer any questions.

Get Involved

VDOT representatives will review and evaluate information received as a result of this meeting. Please fill out the comment sheet provided in this brochure if you have any comments or questions. You may leave the sheet or any other written comments in the comment box, or mail/email your comments.

Comments must be postmarked, emailed or delivered to VDOT by **April 26, 2019**. Mail comments to Mr. Dan Reinhard, P.E. at the address below or email richmondhighway@vdot.virginia.gov.

Project information shared at this meeting will be available at www.virginiadot.org/richmondhighway and at VDOT's Northern Virginia District Office.

The project team continues to meet with homeowner associations and community groups throughout the corridor. If you're interested in having the project team give a briefing to your group, let someone from the project team know tonight or email richmondhighway@vdot.virginia.gov.

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Public Hearing Sign-In Sheets



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Tuesday, March 26, 2019

State Project #0001-029-205, P101, R201, C501, B617, B618, D603 UPC 107187

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Court Reporter
Transcript

ORIGINAL

VIRGINIA DEPARTMENT OF TRANSPORTATION

DESIGN PUBLIC HEARING

RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS

ORAL PRESENTATION AND COMMENTS/QUESTIONS

Mount Vernon High School
8515 Old Mount Vernon Road
Alexandria, Virginia 22309
Cafeteria/Auditorium

Tuesday, March 26, 2019
6:30 p.m. - 8:30 p.m.

RUDIGER, GREEN & KERNS REPORTING SERVICE
CERTIFIED VERBATIM REPORTERS
4116 LEONARD DRIVE
FAIRFAX, VIRGINIA 22030
(703) 591-3136

SPEAKERS:

Nicholas Roper, PE, VDOT
Assistant District Administrator for
Project Development

Dan Reinhard, PE, VDOT
Design Project Manager

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MR. ROPER: Ladies and gentlemen, good evening. I'd like to get this evening's presentation started. The first thing I want to do on behalf of VDOT and Fairfax County is to thank you all for taking time out of your schedules to come here tonight.

The public involvement and public comment on our designs is really an essential component of doing the design. It helps make our work, our design and the project better. So I thank you all for coming here tonight and I urge you to provide your comments and your feedback for this very important project.

A few announcements I want to go over before we get started. First of all, tonight's presentation will be on the project website, along with our online comment form. So I urge you to -- if you need to go to the website again, view it there. And if you haven't completed a comment form here, go online and complete that there.

We do have court reporters here tonight, on the stage here recording to my right, and also in the cafeteria. There will be, as there have been for our other public information meetings, a Q&A period at the end

1 of the presentation.

2 That will go until 8:00 o'clock or until we
3 have no more questions, whichever comes first. The format
4 for that will be that we will have a staff member that
5 will be stationed right in the center of the auditorium in
6 the back by the railing with a microphone.

7 When we get to the Q&A period, we would ask
8 you to come up, line up behind the staff member, and then
9 one by one we will take your questions. Please keep your
10 comments or questions to two or three minutes in length.
11 And we prefer that they be general in nature.

12 If you have a specific comment about a
13 property or something related to that, you would be better
14 served to ask someone specific in the cafeteria about
15 whatever your question is. So try and keep those general
16 comments for the questions.

17 Finally, we have several elected officials
18 that are here tonight. I would first like to recognize
19 Senator Evan. Delegate Paul Krizek. Delegate Mark
20 Sickles. Supervisor Dan Storck. And representing
21 Supervisor McKay is Joan Clark. Supervisor McKay had
22 other commitments tonight and was not able to be here.

23 Okay. This is our agenda, we're already

1 underway, so we'll go quickly past this and we've covered
2 it. Again, our public involvement and outreach, you know,
3 it's been pretty extensive for this project.

4 We have used the numerous meetings, both
5 public information meetings for the general public, HOA
6 meetings and other community meetings. We have used mail
7 extensively. We've used the internet extensively. New
8 releases. So it's been a very extensive public outreach
9 that's been involved with this project. And it's been
10 necessary. It's a very important part, again, of our
11 project development process.

12 Tonight is a public hearing. The biggest
13 difference between a public hearing and the previous
14 public information meetings that we've had is that we are
15 now ready to commit to the major design features. This is
16 officially the public's last opportunity to comment, to
17 provide feedback, on those major design features.

18 Sort of a more formal setting by, for example,
19 having a court reporter here that's recording this
20 presentation and will record all of the comments and the
21 questions, and our responses to them.

22 Project coordination has been ongoing with
23 Embark since the beginning of this process. Of course

1 Embark is the vision for the county, for the
2 revitalization and redevelopment of Richmond Highway.

3 The design team for Fairfax County and all the
4 agencies for the county and VDOT have been very closely
5 integrated throughout the design process. I will stress
6 that Fairfax County is providing the division for this
7 project.

8 Our project, which is a well (unintelligible)
9 for widening Richmond Highway and providing the room for
10 Richmond Bus Rapid Transit. It's just one component to
11 that. The (unintelligible) provided by the County and we
12 are really executing it for them.

13 Project Overview. There's been no difference
14 in the slides since we first started. We are widening
15 Richmond Highway, increasing it from four lanes to six
16 lanes.

17 Safety improvements up and down the corridor.
18 Intersection improvements up and down the corridor. It
19 features bike and pedestrian paths on each side of the
20 roadway. Utility relocations will be involved and there
21 will be storm water management throughout the corridor.

22 I do want to take a moment to recognize
23 Senator Surovell, who just walked in.

1 With that, I'm going to turn it over to the
2 project manager, Dan Reinhard, to take you through the
3 major design features for the project.

4 MR. REINHARD: As Nick mentioned, this project
5 really sets the stage for the bus rapid transit that is
6 proposed for Richmond Highway. And as such, the cross-
7 section we're proposing with this project is a fairly
8 large cross-section at 178 feet.

9 It includes three lanes in each direction. It
10 includes a widening for BRT in the future, which will also
11 accommodate turn lanes where necessary. Behind the curb
12 we're proposing an 8 foot buffer, 6 ½ foot directional
13 bike path, a 4 foot utility strip between the bike path
14 and the sidewalk and a 6 foot sidewalk.

15 We're proposing -- there's an existing --
16 there are twelve existing signals throughout the corridor
17 today between Jeff Todd Way and Sherwood Hall Lane.
18 There's actually two signals, one at Sacramento and one at
19 Cooper.

20 As you'll see in a little bit, we're going to
21 combine that intersection. We're going to reline
22 Sacramento to meet up with Cooper. That will reduce the
23 number of traffic signals. But we're actually proposing

1 one more that we are seeking approval on, and that would
2 be at the post office, which would break up the gap
3 between Lukens Lane and Frye Road.

4 As Nick mentioned, we're proposing storm water
5 management facilities with this project. In 2014 some
6 more stringent storm water management regulations were
7 enacted that require both quantity and quality for linear
8 projects such as this.

9 This slide provides an overview of the
10 candidate sites for storm water management throughout the
11 corridor. I say candidate because we are currently
12 evaluating the storm water management facilities to see if
13 we can reduce some of the property impacts caused by the
14 facilities that are proposed.

15 This project has federal money on it. And as
16 part of that federal money process, we are required to do
17 a noise analysis as part of our environmental assessment.
18 We have identified approximately six and a half percent of
19 the project that has been deemed feasible and reasonable
20 to provide noise walls.

21 Let me step back. About six and a half
22 percent of the project was deemed impacted by noise from
23 the project. That area amounts to about six and a half

1 percent of the project.

2 As we move into detailed design, we are going
3 to re-evaluate the noise impacts from the project. We are
4 going to then have a vote. Those people who are impacted
5 and benefitted by the project will get to vote on whether
6 they want the noise walls. And that will impact whether
7 the noise walls actually get built.

8 As Nick mentioned, we want to go over major
9 design features here tonight. And so there's three areas
10 that we've highlighted that are significantly changing
11 from what is there today. So we're going to look at Dogue
12 Creek Bridge, Sacramento Drive and Cooper, South County
13 Government Center, Little Hunting Creek Bridge, Buckman
14 and Mount Vernon Highway intersection with Richmond
15 Highway.

16 So starting at Dogue Creek. Dogue Creek is
17 going to be a bridge replacement. It is going to be
18 significantly longer and higher than it is today. This is
19 due to the hydraulic requirements of the stream that flows
20 -- of the Dogue Creek stream.

21 We are proposing to combine the bike paths
22 with the sidewalks across each bridge, Dogue Creek
23 included. And Dogue Creek is a site of a potential

1 pedestrian underpass that we will talk about a little
2 later.

3 So the next area we want to highlight is
4 Sacramento Drive and Cooper Road. As I mentioned before,
5 we are proposing to realign Sacramento Drive into Cooper.
6 This consolidates the two intersections that have separate
7 signals today into one intersection that should function a
8 whole lot better as one combined signal.

9 At South County Government Center, there's two
10 sets of intersections that we're reconfiguring as part of
11 this project. The first over on this end where Buckman
12 Road meets Richmond Highway. We're proposing to eliminate
13 that acute angle where Buckman comes into Richmond Highway
14 and terminate it back at a cul-de-sac further up Buckman.

15 We will put in a roundabout and redirect
16 people over to a new intersection that will connect -- or
17 connect into the existing intersection at Mohawk, to
18 create a four-way traditional intersection.

19 At the intersection of Buckman that we are
20 terminating, we're actually going to create a four-leg
21 intersection there with the Pinewood South Condominium,
22 Radford Avenue and Richmond Highway.

23 Over on the -- where the new realignment of

1 Buckman will come into Mohawk Lane, we're actually
2 proposing to terminate the connection with Washington
3 Avenue.

4 So Washington Avenue comes in really close to
5 the signal at the intersection of Mohawk and Richmond
6 Highway. That intersection is too close to the
7 intersection of Mohawk and Richmond Highway. So we're
8 proposing to terminate that Washington Avenue and redirect
9 folks across Mount Zephyr Street, which will take them
10 over to Mohawk Lane.

11 So the red line is what is the route currently
12 today, and the yellow line would be what's proposed for
13 future access to that neighborhood.

14 The last area we want to highlight is Little
15 Hunting Creek and Buckman Road/Mount Vernon Highway. We
16 are proposing to realign the skewed intersection of
17 Buckman Road and Mount Vernon Highway as they come into
18 Richmond Highway 200 feet further south.

19 We're doing this for several reasons. We want
20 to create a more normalized intersection where you can
21 come in as close to ninety degrees as possible to Richmond
22 Highway on Buckman Road and Mount Vernon Highway. But
23 we're also looking to extend the cue lengths of the left

1 turn lane from southbound Richmond Highway onto Mount
2 Vernon Highway.

3 So this gives us additional cue length before
4 we get to Ladson Lane where we can cue cars to make that
5 left turn onto Mount Vernon Highway.

6 Little Hunting Creek is another bridge
7 replacement. We are proposing a much longer and higher
8 bridge than is there today. We are also proposing a
9 potential pedestrian underpass at Little Hunting Creek.

10 So I've mentioned potential pedestrian
11 underpasses twice, one at Dogue Creek and one at Little
12 Hunting Creek. I've got some of the advantages and
13 disadvantages of a potential pedestrian underpass listed
14 on the slide. Those are long term.

15 Those are the advantages and disadvantages
16 long term. So one of the reasons this is being proposed
17 is for people to get across Richmond Highway. You would
18 leave the sidewalk on Richmond Highway, travel down a
19 series of ramps, go under Richmond Highway adjacent to the
20 stream bed and come up another set of ramps on the other
21 side.

22 There's an expense associated with this. So
23 we're really looking for feedback from the community as to

1 whether this would actually get used. There's been a
2 couple efforts at acquiring feedback so far. State
3 Senator Surovell did a survey back in the Fall of 2017
4 asking if people wanted an underpass at Little Hunting
5 Creek.

6 He got three-quarter support at that time. He
7 got about 112 respondents to that inquiry. At the last
8 public information meeting and NEPA public hearing, we had
9 a spot on the comment card and we presented in the
10 presentation the potential pedestrian underpasses and we
11 asked for feedback.

12 We got 38 responses to that, a little more
13 than half of it was negative that people would not use the
14 underpasses. Together it's about 150 respondents to
15 whether this design feature should go forward.

16 Considering the number of people who use
17 Richmond Highway on a daily basis, that's not a very big
18 percentage. So we're asking again tonight for feedback
19 from the community as to whether people would use these
20 pedestrian underpasses.

21 As Nick mentioned at the outset, we actually
22 have an online comment form that's on the website. So
23 please share that -- fill it out, share with your

1 neighbors. We want as much feedback on this feature as we
2 can possibly get.

3 We also have comment cards here tonight. So
4 you can fill out one of those comment cards and leave us
5 your feedback on the pedestrian underpasses. You can also
6 leave comments with the court reporters. We have one in
7 here and we have one in the cafeteria who both can take
8 your responses to this question.

9 So I mentioned a couple times the NEPA public
10 hearing back in October. We had a public information
11 meeting/NEPA public hearing. NEPA stands for National
12 Environmental Policy Act. So that's a study that we did,
13 an environmental assessment that we did, looking at the
14 environmental impacts of the project.

15 The NEPA public hearing was kind of the final
16 milestone in that study. We received comments. The
17 comment period is actually closed. We're responding to
18 those comments and the plan is to go back to the Federal
19 Highway Administration for a finding of no significant
20 impact very soon.

21 If you are interested in the environmental
22 assessment, any further information, we have environmental
23 staff in the cafeterias, so please feel free to go talk to

1 them. They have copies out there of the actual
2 environmental assessment.

3 So with the widening of -- or a cross section
4 of the magnitude that we're talking about on Richmond
5 Highway, there's going to be a lot of utility impacts. So
6 we've got listed up here some of the utility providers
7 that are going to be impacted by this project.

8 As we move forward with detailed design, we're
9 going to really get into the details with those utility
10 companies of how to relocate those utilities. And this is
11 one of the things that we need to get moving on as soon as
12 possible. We want to get the utilities moved before the
13 highway construction actually starts, because otherwise
14 they'll be in the way of the roadway contractor.

15 Right-of-way acquisitions. This is
16 approximately three miles of roadway widening. There's
17 roughly 199 parcels that are impacted as part of this
18 project. So we have a fairly large right-of-way process
19 that we're going to beginning towards the end of this
20 year.

21 Each property is unique, so I get a lot of
22 questions about what's the impact going to be to such and
23 such business, or how many homes are going to be taken

1 out. It's really difficult for us to say because each one
2 of these is going to be a negotiation with the property
3 owner who has unique circumstances.

4 If you think that you're going to be impacted
5 by the right-of-way process, if you think your property is
6 going to be impacted, we have right-of-way staff in the
7 cafeteria. Please reach out to them and talk to them
8 about what those impacts are going to be.

9 I'm not going to go through this slide too
10 much. This is the right-of-way process. It lays out how
11 we are required to approach property owners when we are
12 trying to acquire property. As I said, each property is
13 unique, so there will be different negotiations that
14 happen with every property owner.

15 Again, if you feel you're impacted, please
16 reach out to our right-of-way staff.

17 Project funding. So the current estimate for
18 this project is \$372 million dollars. That is down from
19 the \$390 million that we presented back in October. We
20 found a couple areas that we were able to see cost
21 savings.

22 One was we combined the bike path and the
23 sidewalks at each bridge. So that actually saves us on

1 bridge costs. So that was one area we found savings. The
2 other area was right-of-way. There were several areas we
3 were able to pinch down the right-of-way at a specific
4 spot in order to avoid a significant impact, and so we're
5 able to achieve some right-of-way savings in that area.

6 The project has allocated \$177 million.
7 Currently that's enough for preliminary engineering and
8 right-of-way. So there is still a funding gap that
9 Fairfax County and VDOT are pursuing filling of roughly
10 \$194 million dollars for construction.

11 The schedule for this project, we are here
12 today at the design public hearing. As we move forward
13 from the design public hearing, we're going to be seeking
14 design approval from VDOT's central office. That's kind
15 of the next step in our process. We're looking to do that
16 in Spring of 2019.

17 What that will allow us to do is move forward
18 with things like right-of-way acquisitions, utility
19 relocations. So that's really our next step. We're
20 anticipating utility relocations (sic) in Winter
21 2019/2020, utility relocations 2020 into 2021, with
22 beginning construction Summer of 2023.

23 I know I went over some of this, but I want to

1 highlight some of the things we've talked about. Public
2 comments. So this a public hearing. So we want to hear
3 feedback from the community on the major elements of this
4 project.

5 So we have a comment deadline of April 26th.
6 Please give us as much feedback as you can. We don't want
7 to get further down in the design and have people
8 complaining they didn't have their opportunity to give
9 feedback. Please share it with your neighbors. We are
10 looking for your feedback.

11 Once we wrap up the comment process, we will
12 be submitting a package to the chief engineer for approval
13 in Spring of 2019. We're going to be initiating right-of-
14 way and utility relocations towards the end of this year.
15 It's going to be a stage process.

16 Not all the property owners are going to be
17 contacted at once. We are going to be prioritizing based
18 on the needs of the project. So if we need to move
19 utilities, we may be pursuing utilities that have
20 easements that would otherwise hold up the project. Those
21 may get prioritized first. So there is going to be a
22 prioritization as to when we approach those impacted by
23 this project.

1 We're going to begin -- utility relocations
2 are slated to begin Winter of 2020, early 2021. Utility
3 relocations may also be a stage process. We're trying to
4 review what will expedite this project to the maximum step
5 possible.

6 Construction phase. We're looking to begin
7 construction -- sorry -- we're going to advertise
8 construction in 2022 to 2023 and begin construction Summer
9 of 2023.

10 We've arrived at questions.

11 (A hand is raised.)

12 MR. REINHARD: If you can head back -- we need
13 the court reporter to be able to hear whoever is asking
14 questions. So if you can head to the back, right where
15 the lady in the brown jacket and red shirt is standing.
16 She's got a microphone and can hopefully project that for
17 everyone.

18 A VISITOR: Thank you very much. Question
19 concerning where the bridges are. You say the bike paths
20 are going to merge with the sidewalks or something. Both
21 cycles and pedestrians will be on the same sidewalk going
22 across the bridge.

23 Is that correct?

1 MR. REINHARD: That is correct.

2 A VISITOR: Okay. And the other one is these
3 underpasses with ramps. Do you anticipate that they will
4 be bicycle friendly and able for a bicycle to pass a --

5 MR. REINHARD: We have not gotten into
6 detailed design on the specific layouts of the ramps
7 themselves as to whether you can ride a bike at speed. I
8 don't think we are anticipating you being able to ride a
9 bike at speed down these ramps at this point. But that's
10 kind of a design detail that we haven't gotten into yet.

11 A VISITOR: What do you mean by at speed? I
12 mean, if I'm going down a ramp, I'm going to slow down,
13 especially if it's curvy.

14 MR. REINHARD: Yes. But we have to design the
15 ramp -- I believe we have to design the ramps for a
16 certain speed. I'm not sure we're going to make that
17 speed. It's a design detail that we just haven't quite
18 gotten to.

19 Let me expand a little bit --

20 MR. ROPER: We do have to design the ramps to
21 be ABA compliant. That's really the driving force for the
22 layouts, that they accommodate the Americans With
23 Disabilities Act.

1 Would I expect a bicycle to be able to use it?

2 Yes. But when you reach the switchbacks in order to get
3 back down -- you know, as you mentioned, you're going to
4 have to slow down.

5 A VISITOR: Okay. Then just lastly I'd like
6 to encourage a bike path between where you're going to
7 terminate Buckman Road and where that abandoned portion
8 goes across to Richmond Highway. It just seems like a nice
9 feature, just put the bike path across there.

10 MR. ROPER: We'll take a look at it. Thank
11 you for your comment.

12 MS. THOMPSON: My name is Yolanda Thompson,
13 and I would just like to know what is the design feature
14 for communities like Creekside, Sequoia, Audubon, that are
15 secluded and cutting off it more? How do they access
16 public transportation?

17 For instance, if you live in Creekside
18 Community -- the other day I walked with someone -- it
19 takes twenty minutes to get from that back of that
20 community to the first bus stop.

21 So having access and pedestrian paths that
22 could cut through Audubon -- there's a wall that cuts
23 people away from it. There's so many barriers that cut

1 people off.

2 So what is the design of understanding those
3 neighborhoods that are tucked away back there having
4 access to Route 1?

5 MR. ROPER: That's a -- it's a difficult
6 question to answer. Our project is limited to the right-
7 of-way that's going to be needed for the riding of
8 Richmond Highway and bus rapid transit.

9 So if you're referring to say neighborhoods
10 that are some distance away, that's not within our scope
11 and something that we are working on. I do know that
12 Fairfax County has ongoing efforts to improve pedestrian
13 connectivity.

14 So I would urge you to bring that up with your
15 county representatives and make your concerns known.

16 MS. THOMPSON: And with that, I would be
17 concerned about the safety of people who have to walk
18 under, especially women at night having to walk under. I
19 would encourage an over where they're still visible than
20 an under.

21 MR. ROPER: Understood. Thank you for your
22 comment. I will add that the underpasses will be lighted
23 if they are built. We did look at overpasses, and

1 overpasses were too expensive to build. So that's our
2 reason why we are looking at the two underpasses next to
3 the stream crossings.

4 MR. ARTHUR: Good afternoon. My name is Arlan
5 Arthur. Looking at the design for the road outside, and I
6 see it's about 178 foot wide.

7 How much larger is that than the current road?

8 MR. ROPER: The current road at its bare
9 minimum is 48 feet wide. So if you really want to imagine
10 -- at its minimum it's two lanes in each direction, which
11 is approximately 48 feet. Now, in reality, there are turn
12 lanes all up and down Richmond Highway, so in many cases
13 it's much wider than that.

14 But a good way to kind of picture what
15 Richmond Highway is going to look like, picture what you
16 see of Route 1 right now, that is going to be the bus
17 rapid transit lanes. And to either side, east and west of
18 Richmond Highway, will be three lanes in each direction,
19 and then the bike and pedestrian paths.

20 So it's a significant transformation of the
21 Richmond Highway area.

22 MR. ARTHUR: It sounds like it. So the
23 narrowest is 48. At the widest point, how wide is it?

1 MR. ROPER: Widest point, I would think
2 could be up to 72 feet wide, approximately that. In some
3 cases there are dual left turn lanes, then two lanes in
4 each direction and maybe a right turn lane. So you could
5 have up to seven lanes in some locations.

6 MR. ARTHUR: 72 on this side and 72 on that
7 side?

8 MR. ROPER: No. I'm talking all together.
9 But I'm also talking off the top of my head in response to
10 your question.

11 MR. ARTHUR: Thank you.

12 MR. FRANKLIN: Dan Franklin. When you're
13 looking at controlling the stop lights, are you looking at
14 giving precedence for the northbound in the morning and in
15 the southbound in the evening? And then being able to
16 control things so that if you have another 9/11 type event
17 where you've got to evacuate the city, you'll be able to
18 control those lights and get folks out of town?

19 That's the first question.

20 MR. ROPER: Yes to that question. That's
21 something -- a capability that we already have and
22 exercise, which is the ability -- we have different
23 timings for morning hours than we do for evening hours.

1 And we have the ability to re-time all our signals in the
2 event of an emergency. And that did take place after
3 9/11.

4 MR. FRANKLIN: The next question is -- I know
5 this is not part of the scope -- but is Fairfax County
6 looking at doing something with Telegraph Road, because
7 Telegraph is going to become the bypass for Route 1 during
8 a lot of this construction.

9 Is that something you're thinking about
10 environmentally?

11 MR. ROPER: I will defer to Tom Biesiadny,
12 Director of Fairfax County DOT.

13 MR. BIESIADNY: Thank you for your question.
14 Actually we have been working with other groups with VDOT
15 to make some improvements at Telegraph and Hayfield, which
16 is a pretty significant bottleneck, to try and make some
17 improvements to have the traffic flow through that
18 intersection a lot better than it is today.

19 So yes, we are looking at that and design is
20 underway.

21 MR. FRANKLIN: Does it look like you'll finish
22 that -- eliminating that bottleneck -- prior to
23 construction starting on Route 1?

1 MR. BIESIADNY: That would be something we
2 would definitely want to do, but we're still looking to
3 identify funding for that project as well.

4 MR. FRANKLIN: Thank you.

5 MR. MCCAIN: Good evening, Scott McCain. I
6 understand that the scope that you're talking about
7 tonight is directly impacting Richmond Highway, but some
8 of the side neighborhoods do get affected.

9 For instance, when you close off -- the
10 proposal to close off the end of Washington Avenue at
11 Mohawk is going to drive a lot more traffic down the next
12 street, which is Richmond Avenue, both vehicle and
13 pedestrian, and Richmond Avenue has no sidewalks.

14 Does your plan look at that level of second
15 order effects to say, hey, we're going to be rerouting
16 from Washington to Richmond Avenue, both vehicle and
17 pedestrian, and what we're doing about that?

18 MR. ROPER: I'm going to defer to John
19 McDowell, our design project manager.

20 MR. MCDOWELL: With regard to the traffic
21 volumes being diverted, we still need to look at that.
22 Our anticipation is there's not a great deal of traffic
23 that would make that diversion, but taking your concern

1 into consideration, we will look closer into that.

2 When it comes to taking that -- severing that
3 connection, it's primarily because Washington Avenue comes
4 into Mohawk and Richmond Highway very close to the
5 intersection today, which will even be closer once we
6 widen the road. So it makes it very difficult to be able
7 to handle traffic volume in there.

8 The right-of-way will still be there, because
9 we will have a turn around for the stray vehicle that
10 might come down there, which means we can allow
11 pedestrians actually to still continue along Washington
12 Avenue into Richmond Highway.

13 MR. MCCAIN: And just to followup, when you're
14 looking at the traffic patterns, Washington and Mount
15 Zephyr Street become huge cut-throughs to this building.
16 So when you're looking at the traffic, be sure you're
17 looking at school days and school times for the volume
18 going through.

19 MS. VELASCO: Good evening. I'm Myrna
20 Velasco. I live in Gum Springs Village subdivision. We
21 were encouraged to come here to attend this meeting,
22 because we were informed that the few townhouses will be
23 demolished.

1 And we just want -- honestly is this still
2 negotiable to request -- I don't know if my house will be
3 included, you know. But there is specifically indicated
4 in the memo too that these are the townhouses that is
5 across Gold's Gym, and we belong to that row of
6 townhouses.

7 And they were indicating, like, look at the
8 pink line, you know. We don't understand. Is it still
9 negotiable? What can we do if we are part of that group
10 that will be demolished?

11 I see that in the pink lines, one of my -- one
12 of the townhouses nearest me are the Richmond Highway will
13 be demolished. Next one, his backyard will be taken.
14 It's part of the pink line, beneath the pink line.

15 The next one, the pink line is nearer than the
16 backyard. I'm safe, but I want to know what will happen
17 to our group if there are going to be only two townhouses
18 that will be left?

19 MR. ROPER: Yes, ma'am. Some impacts to
20 properties -- in many cases along Richmond Highway, many
21 of them are commercial, but some are residential. Some
22 impacts are going to be unavoidable, but we are doing
23 everything we can to avoid those impacts where we have

1 flexibility to do so.

2 That is something that Dan already referred
3 to. I would ask that you could talk to one of the staff
4 members after this presentation if you're still unsure of
5 what the design impacts are so you can understand them.
6 And I think that anyone in the back room, the cafeteria,
7 near where all the boards with a name tag like this
8 (indicating) or with our consultant, can probably walk you
9 through in more detail what we're looking at.

10 But it's a -- you know, VDOT recognizes the
11 sensitivity of the impacts to people's residential
12 properties. You know, we look to avoid it wherever we
13 can. Some are going to be unavoidable and there will be
14 impacts to some of those neighborhoods.

15 I would say that if you are impacted during
16 the right-of-way process, you will be approached and
17 people will negotiate with you. Sometimes during the
18 right-of-way process those impacts can be addressed, but
19 sometimes not.

20 As Dan said, it's all an individual -- each
21 property is unique and they're all individual cases. But
22 if you have an impact on your property, again, you will be
23 approached during the right-of-way process.

1 MS. VELASCO: So you mean the people who are
2 impacted have received letters about now?

3 MR. ROPER: They should have received
4 certainly some letters. Back in May of 2018 we held a
5 series of meetings for all the people whose properties
6 that we anticipate are going to be impacted for them to
7 come visit and meet with us for one on one conversations.

8 So they all should have received some type of
9 notification at this point in time through the mail that
10 there is a likelihood of some impact.

11 MS. VELASCO: Another thing, sir. In case
12 your house is impacted, how will the compensation be
13 calculated? I mean, will it include the impact of the
14 coming in of Amazon at Crystal City, which will surely
15 increase the value of our houses?

16 MR. ROPER: It will be a legal appraisal that
17 will be performed for the impact to your property. I
18 can't say if Amazon's already going to be influencing
19 appraisals that are going to be forward.

20 MR. HULING: My name is John Huling. My
21 question is, how will this project affect the potential of
22 running a metro line down Route 1 south at some point in
23 the future?

1 MR. ROPER: That was studied in a multimodal
2 improvement study that was performed by Department of Rail
3 Public and Transit back in 2014/2015. Is that correct,
4 Vanessa?

5 MS. AGUAYA: Yes.

6 MR. ROPER: And the decision at that time was
7 that an extension of metrorail was not the best solution
8 for Richmond Highway. The best solution for Richmond
9 Highway is going to be bus rapid transit from Huntington,
10 down actually across the Occoquan River to the Woodbridge
11 VRE Station.

12 MR. BIESIADNY: So that's the first phase and
13 that's what we're working on right now. The second phase
14 obviously is to extend the yellow line down to Hybla
15 Valley in the future.

16 This particular project will end before that
17 metro extension. It would not overlap with the metro
18 extension, because the metro extension would end at Hybla
19 Valley, which is north of the northern terminus of this
20 project.

21 MS. MATHES: Betsy Mathes. I just want to ask
22 your opinion that the traffic that I see living on the
23 highway, working on the highway, is mostly from Costco to

1 Woodrow Wilson Bridge, and from the nursing home Sunrise
2 to Woodbridge. The in-between is not as bad as those two
3 sections.

4 Now, you built a three lane highway from Fort
5 Belvoir to Woodbridge, but you left the bridge that's only
6 two lanes. That's where the traffic backs up about five
7 miles every day.

8 Will that ever be replaced to help the
9 highway? Because if you're adding three lanes and it's
10 still going to two right there, and it has a five mile
11 backup --

12 MR. ROPER: You're talking stopping there by
13 the Occoquan River?

14 MS. MATHES: Right where --

15 MR. ROPER: The Occoquan River goes to
16 Woodbridge. That's a -- Fairfax County has completed a
17 study on that. It's a project that's viewed as a future
18 project.

19 The division is Richmond Highway is going to
20 be three lanes. Not only all the way through Fairfax
21 County, but also in Prince William County. Prince William
22 County right now leading up to Route 123, there's a
23 widening project that's already underway, about 50%

1 complete.

2 So the ultimate vision between both counties
3 is three lanes in each direction. I would say that
4 probably more than what's forecast right now either what
5 has been spent and what is already programmed to be spent
6 is probably approaching \$2 billion dollars.

7 So improvements are planned for the entire
8 corridor.

9 MS. MATHES: One more question. You still
10 have a major water problem in Fort Belvoir running down
11 the road towards Roy Rogers.

12 Will that ever be taken care of? When it
13 snows, it ices. When it rains, it floods. When it snows,
14 it ices up. There's still that water problem. That
15 hasn't been addressed. You still have a major issue
16 there.

17 MR. ROPER: I appreciate your comment, and
18 I'll let our maintenance forces know. I would also ask
19 you to write that down for us. I think right now that's
20 still being maintained by the contractor that built it.
21 Eventually it will be turned back over to VDOT.

22 MS. MATHES: And one more question. When
23 you're talking about these bridges, are you talking about

1 going up?

2 MR. ROPER: No. They won't be comfort (sic)
3 bridges. They will be at a single grade.

4 MS. MATHES: There's one more thing, my
5 comment. I think the underpasses are foolish. I don't
6 think you should build them.

7 MR. KYRIACOU: My name is George Kyriacou.
8 We're property owners. Our family is been property owners
9 on Richmond Highway for close to sixty years.

10 In specific, the intersection at Russell Road
11 and Richmond Highway across from the Old Mount Vernon High
12 School, I just want to make sure VDOT is taking into
13 consideration to maintain properties to be able to be used
14 for future development by developers.

15 The consideration of a retention pond on one
16 of our parcels would reduce our property size down where
17 it would not be feasible for a developer to come in and
18 develop it. And that would take away a tax revenue stream
19 to Fairfax County.

20 So I think that really needs to be considered.
21 And that's my comment I wanted to make. Thank you.

22 MR. ROPER: Thank you for your comment, sir.
23 As you know, we -- I know you've been coordinating with

1 the project team. The design that you see tonight is
2 still a preliminary design and we are still working on
3 ways to make it better and to eliminate undesirable
4 impacts on properties.

5 MR. HERTEL: My name is Paul Hertel. I'm
6 looking at your project description here and it says these
7 improvements focused on improving safety, decreasing
8 congestion, increasing capacity. And this raises some
9 issues and concerns, which is -- because just expediting
10 through traffic is contradiction to what Embark is
11 envisioning.

12 And furthermore, this study kind of ends right
13 at the end of Alexandria and the beltway. You're moving
14 all this traffic to where? BRT is fine and dandy, but it
15 goes to yellow line. And studies from fifteen years ago
16 said that yellow line and blue line were reaching
17 saturation points.

18 So I think -- I would urge that you furthered
19 the study, do the analysis to see what happens when all
20 this traffic that is expected, that you are putting
21 forward in here, what happens to it when it runs into
22 Alexandria.

23 Because they're not expanding. As a matter of

1 fact, they're going the opposite way. They're going to
2 start introducing HOV-3 and do it for a prolonged period
3 of time.

4 And Washington Street is already at saturation
5 point. It can't take anymore. And Route 1 is the only
6 other alternative. So I see a contradiction in terms of
7 what we're doing here. I would urge that it encompass the
8 effect of the wall at Alexandria and the beltway.

9 And also that Embark be not removed from the
10 project by you just expediting through traffic. Thank
11 you.

12 MR. ROPER: Sir, thank you for your comment.
13 I will just add, I was in a meeting last week where that
14 very topic was brought up with members of our Commonwealth
15 Transportation Board, the City of Alexandria. So it's a
16 potential issue to have that type of coordination occur.

17 MS. PICKETT: Hello, my name is Bernadette
18 Duzon-Pickett. I have a question about the underpass
19 questionnaire. I noticed that in your presentation you
20 gave a list of advantages and disadvantages to the
21 underpass.

22 Would you consider -- I have two questions.
23 Would you consider redoing the questionnaire, because

1 there's a lot of people that were not able to make it out
2 here tonight that are going to be looking at this
3 questionnaire in the mail.

4 Would you consider redoing the questionnaire
5 to include that list of advantages and disadvantages so
6 that they can make intelligent decisions?

7 MR. ROPER: We do have the link to the
8 presentation -- right, Dan, we put on the online comment
9 form? So if someone's online, they should be able to
10 click on the link there and go right to the presentation
11 and see it.

12 But I could also talk to our communications
13 people and see if they think that could be accommodated.

14 MS. PICKETT: Okay. And in addition to that,
15 I have another question.

16 Because of the disadvantages listing a
17 possibility of flooding to the underpasses, are you in the
18 process of creating a mitigation plan to alleviate that
19 flooding?

20 MR. ROPER: The mitigation plan is what we do
21 is we will select a design storm, which I believe is what
22 we call the five year storm, the one that has a 20% chance
23 of occurring. We'll make sure that the water -- that the

1 underpasses are located so that they will be above the
2 anticipated water level.

3 But there's no way that we could provide 100%
4 protection over top -- we can't provide 100% over topping
5 onto Richmond Highway. We don't do it for interstates
6 either, because it's too expensive to do.

7 What would happen with a high water event --
8 first of all, I wouldn't anticipate many pedestrians and
9 bicyclists to be out in a high water event. Our
10 experiences is water recedes. Just like with a major
11 snowstorm, snow melts.

12 So there would be a period potentially where
13 the underpass would be impassable.

14 MS. PICKETT: All right. That statement alone
15 should go on the questionnaire, that there will be periods
16 where the underpasses will be impassable. That's a very
17 important point to consider when you're answering these
18 questions on a questionnaire.

19 MR. ROPER: I thank you for your comment.

20 MR. PATTISON: Steve Pattison here. I think
21 my question was answered already, but it had to do with
22 how this would integrate in with Route 1 at the northern
23 end of this project. You're increasing the road width by

1 three times almost, adding the bus lanes.

2 What's going to happen north of -- where is it
3 -- Sherwood Hall?

4 MR. ROPER: Well, the bus lanes will go to
5 Huntington Metro Station. That's where they'll be
6 terminating. So beyond I guess Kings Highway, it will be
7 basically the footprint that exists today. But I think
8 that is three lanes at least in each direction.

9 Any bus traffic that would be general purpose
10 would just go back into the general purpose lanes.

11 MR. PATTISON: A followup question is, is
12 there a time frame for working on the project north of
13 this project?

14 MR. ROPER: Vanessa, do you want to do it?

15 MS. AGUAYO: Thank you. I'm with the
16 Department of Transportation for the County, Vanessa
17 Aguayo. So we are -- BRT is here. We are located in the
18 back.

19 But just to give you an idea, we're at phase
20 I, which is from Huntington to Hybla Valley. We're
21 looking to open it by 2026. And Phase II from Hybla
22 Valley to Fort Belvoir by 2028.

23 And I do have newsletters. You can find me

1 after the meeting and we can go over any BRT specifics.

2 MR. TILERY: I'm Donnell Tilery. I just have
3 two quick questions. The first one, especially with all
4 of this work moving utility lines. You're moving
5 utilities.

6 Will the power lines be moved underground?
7 Was that even thought about or is it too expensive?

8 MR. ROPER: The current plans have been that
9 the utilities would be aerial relocation. However, there
10 are other considerations. I'll turn it over to Tom.

11 MR. BIESIADNY: Thank you. So the
12 conversation about undergrounding is one that we're
13 continuing to engage in to figure out if there is a way to
14 do undergrounding and a reasonably economical way that it
15 can be funded.

16 Senator Surovell did succeed in passing
17 legislation this year in the General Assembly that would
18 provide a mechanism to pay for undergrounding by putting a
19 fee on utility bills here in Fairfax County. So we're
20 looking at that legislation right now to see whether or
21 not it's something that could be used to implement
22 undergrounding.

23 But we don't have an answer for you today, but

1 it is an ongoing discussion about whether or not that can
2 be accommodated.

3 MR. TILERY: And the second question relates
4 to just -- especially with all the right-of-way process
5 where there's going to be buying of buildings, there's
6 going to be abandoned things. Just thinking about what
7 happened south of here in Woodbridge.

8 Is there going to be any appropriate signage
9 from VDOT kind of explaining what's going on so people
10 kind of passing through don't think it's just a
11 dilapidated area?

12 MR. ROPER: Yes.

13 MS. HEBRON: Hi, I'm Kelly Hebron. I'm
14 actually a candidate for Lee District, and I'm asking a
15 question for someone who can't be here tonight.

16 Martha Harris asked me to ask this question.
17 Are you planning to put a median at the corner of School
18 Street and North Kings Highway, which is by the
19 Presbyterian Church?

20 MR. ROPER: I think that's outside our project
21 limits.

22 MR. BIESIADNY: So we've worked with the
23 community on several different alignments or realignments

1 there at School Street and North Kings Highway. The
2 current alignment retains school access at School Street,
3 the current plans that we're looking at, and there would
4 not be a median that would block School Street.

5 MR. SIEGEL: Paul Siegel. I want to make sure
6 that the possibility of facilitating a trash track at the
7 crossing of Little Hunting Creek stays in the room.
8 Several other cyclings of this that that idea has surfaced
9 and then kind of disappeared. I hope it won't disappear
10 this time.

11 MR. ROPER: Some of them we're actually
12 looking at right now in conjunction with Fairfax County is
13 to have a -- what's the word, vortex? They have vortexed
14 the trash separator at the storm water management
15 facilities. That's where all the water collected from the
16 roadway will go.

17 So the vortex would separate the trash and
18 that's where it would be cleaned up. So the idea would be
19 the trash that -- it wouldn't be coming from the roadway
20 what's getting into the creek.

21 MR. SIEGEL: You're not accepting
22 responsibility for trash that's coming down the street --

23 A VOICE: Go back to the mic.

1 MR. ROPER: I'm talking about from Richmond
2 Highway.

3 MR. SIEGEL: I'm sorry. Just from Richmond
4 Highway?

5 MR. ROPER: Yes, sir.

6 MR. SIEGEL: So the fact that the stream is
7 continuous isn't in your sight?

8 MR. ROPER: No, sir, right now it is not.

9 MR. DITMEYER: Steve Ditmeyer. I see on the
10 slide that construction is to begin in 2023, open to
11 traffic in 2026. I heard a few minutes ago from the woman
12 from Fairfax County DOT that the bus lanes construction is
13 not simultaneous, but starts later and ends later.

14 Please explain how you are coordinating this.
15 Are the bridges for the bus way being built at the same
16 time as the bridges for the roadway? How are you
17 coordinating?

18 MR. ROPER: Currently the Fairfax County is
19 busy designing the bus rapid transit facility. They're
20 doing it in total from the end of our project at Sherwood
21 Hall Lane up through Huntington. South of that, which is
22 where our widening project is underway, we are busy
23 coordinating all the design features with Fairfax County's

1 design team.

2 I know Vanessa, Vanessa knows me and we know
3 -- our teams know each other on a first name basis. We
4 have frequent meetings, at least on a monthly basis and
5 often more frequently.

6 With regard to the bridges and what you asked,
7 we're looking at building substructures with the roadway
8 project, so that anything that's built with the bus rapid
9 transit project in the vicinity of Richmond Highway
10 widening would be the superstructures.

11 MR. DITMEYER: How close physically are the
12 VDOT team and the Fairfax County teams located, and how
13 are they communicating?

14 MR. ROPER: VDOT and Fairfax County's offices
15 are located about a mile apart. They're near the
16 transportation operation center at Route 29 and West Ox
17 Road. Our consultants are all located throughout the
18 Northern Virginia region.

19 Again, normal coordination through meetings,
20 e-mails, electronic transfers. I think right now we have
21 a very good degree of coordination between both design
22 teams.

23 MS. THOMPSON: My name is Yolanda Thompson

1 again. Understanding that South County's government
2 building will be really affected during construction time
3 where there will be a loss of public parking spaces and
4 access to the building in various ways, can you explain
5 that and then explain how, when South County is one of the
6 very rare opportunities for people to come and get public
7 access to the many services, how this construction is not
8 going to limit people from accessing people from public
9 services that if it's not at South County, we travel hours
10 to try to access?

11 So first explain the construction and how
12 that's going to affect South County. Because my
13 understanding is it's going through the building, because
14 of that cut-off at Mohawk, which is where South County is.

15 MR. ROPER: Yes, ma'am. It's going through
16 part of the parking lot for sure. I've not presented
17 there's going to be no impact to the amount of parking
18 that's available at South County. There is going to be an
19 impact.

20 How that's going to be mitigated yet has not
21 been decided within the design of this project. I can
22 assure you that during the construction period, people
23 will have access to the South County Government Center.

1 So we will maintain full access to it.

2 But I would say again the details of how the
3 traffic plan is going to be, those details have not been
4 developed yet. But we acknowledge the need and it's
5 something that will be worked on in the upcoming design
6 details.

7 MS. THOMPSON: And the reason why I ask that
8 is because you're also cutting off Buckman, so there's a
9 lot of cut-off and people trying to access that. And
10 construction trucks and construction vehicles. That would
11 be a lot going on in that area.

12 MR. ROPER: Yes, ma'am. It's going to be an
13 interesting job to sequence, but that's what we're going
14 to have to do.

15 Folks, it's -- we'll take one more question,
16 okay, and then -- two more, the last two are in line.
17 These will be our last two questions and then we'll end
18 our Q&A period.

19 MS. POIERIER: My name is Mary Poierier. I
20 live on the Richmond Highway across the street from the
21 post office. Just personal feeling, when I got the
22 postcard about this meeting, I was really observing what
23 construction was doing and what is really benefit for us

1 and for the community living on the Richmond Highway.

2 And I just thought to myself, wow, if they
3 have a -- I don't know what kind of budget for that -- and
4 I see the picture that you are planning to perform through
5 the constructions.

6 But compared to the picture, what they're
7 doing -- what you're doing now, that's the feeling I had.
8 It's like they're doing little by little, little portion
9 by portion. It doesn't connect to the old way from Jeff
10 Highway to here.

11 Because I like to walk once in a while. And
12 then from McDonald's to the Jeff Highway, there's no
13 connection and I'm still walking through the area and then
14 there's no walking area. It breaks. Then you have to
15 cross the street and then go there.

16 So if you can make a straight street like this
17 so people can walk, it would be wonderful. But actually
18 you're not doing like a little area by area.

19 So what's the difference?

20 MR. ROPER: Ma'am, whatever construction
21 that's ongoing right now on Route 1 is unrelated to our
22 project. I think there might be one or two intersection
23 improvement projects that are really just going to be

1 (unintelligible) improvements.

2 And they will eventually be superceded by this
3 construction project. So I acknowledge and agree that
4 there are gaps and it's difficult for pedestrians and
5 bicyclists to walk or bike along Route 1 right now,
6 Richmond Highway, but that's the -- whatever the main
7 features of the project, whenever it's completed.

8 MS. POIERIER: So you will solve the problem
9 in the future?

10 MR. ROPER: Yes, ma'am. We believe we are
11 solving the problem with this project.

12 MS. POIERIER: Also because the pamphlet, this
13 is great information. If someone look at the high level
14 of the city, looking at this information from the office
15 without coming around this neighborhood, wow, you guys
16 doing great job. We'll give you a whole lot of money.

17 Then what you really did in that area I don't
18 see that this picture.

19 MR. ROPER: Yes, ma'am. The intent is in
20 seven years you will.

21 Okay. Folks, we have time for one more
22 question.

23 MS. LEDEC: Thank you for taking my question.

1 My name is Cathy Ledec. I have two questions and one
2 recommendation.

3 With regard to pedestrian safety, pedestrian
4 safety all along the corridor, especially in the area of
5 the project, is quite challenging. Especially at the
6 northern end of it, right where the Costco, Sherwood Hall
7 Lane intersection is.

8 I've seen people out in the middle of traffic
9 trying to cross. In front of the Walmart, there's no safe
10 crossing there. So please at all of the crossings make
11 sure you consider pedestrian safety as a high priority.

12 The stream crossings offer us an enormous
13 opportunity to improve environmental conditions. I would
14 ask that the project team work very carefully to ensure
15 the protection of threatened and endangered species that
16 are present in our area.

17 Many people think we don't have wildlife here.
18 We have a great wealth of wildlife and they really need to
19 be protected.

20 Then the last thing is a recommendation. With
21 respect to the Dogue Creek Crossing, there's an enormous
22 opportunity there to provide a scenic overlook, just a
23 little rest area for pedestrians and cyclists to stop view

1 the natural area there, which is a threatened and
2 endangered species waterway.

3 I would ask you to consider on both sides of
4 the highway creating just a little bit of a rest area,
5 with a little bench perhaps, where a cyclist and
6 pedestrians could stop and view the natural area there.
7 Thank you.

8 MR. ROPER: Thank you for your comments.

9 Okay. We're at the end of our time for Q&A.
10 I want to thank you all for coming this evening, for
11 sitting patiently through the presentation and the Q&A
12 period. We still have about twenty-five minutes to go
13 before leaving tonight.

14 I urge you to back to the cafeteria and view
15 displays again and ask any questions you may have. Thank
16 you.

17 (Whereupon, at approximately 8:03 o'clock
18 p.m., the presentation and the Q&A session was concluded.)

19 * * * * *

20 C O M M E N T S

21 THE COURT REPORTER: Can I get your name?

22 MS. LEDEC: Sure, Cathy Ledec.

23 THE COURT REPORTER: Yes ma'am.

1 MS. LEDEC: So my comment relates specifically
2 to pedestrian safety along the corridor. Today,
3 interestingly enough, there was a pedestrian hit by a car
4 in the northern part of the Richmond Highway corridor.

5 I'm very interested in making sure that all of
6 the street crossings and intersections have full -- I'm
7 not exactly sure how to describe it -- but full north,
8 south and east, west cross walks because right now in the
9 northern part of the project area there isn't full cross
10 walks on all four sides of the intersection.

11 I just went over there to look at the map and
12 I notice that the project limit is right at the Walmart.
13 That's exactly where there's no street crossings. So I'm
14 wondering if it's possible just to extend the project area
15 up just briefly to the north to be able to cover including
16 that intersection for pedestrian safety. That's it.

17 THE COURT REPORTER: Yes, ma'am.

18 MS. LEDEC: Thank you very much.

19 (Whereupon, at approximately 8:30 o'clock
20 p.m., the session was concluded.)
21
22
23

* * * * *

CERTIFICATE OF REPORTER

I, MICHELLE L. DONATH, a Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.



MICHELLE L. DONATH
VERBATIM REPORTER

Public Comments And Responses

Comment Cards

Name and Contact Info	1. Do you have concerns about the proposed design elements?	2A Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek	2B Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek	3. Please provide us with any additional information or suggestions that will assist VDOT in the completion of this project.	4. How did you hear about this meeting?	Response
Timothy Swartz	Speed bumps on main st. Lots of pedestrian traffic on main st. Blocked culvert on Gregory neighbors will not maintain drainage ditch (driveway culvert) water backs up onto main driving, hazard. Neighbor parks constructions trailer on main st.	N/A	N/A	N/A	N/A	Maintenance concerns should be directed to 1-800-FOR-ROADS. On-street parking concerns should be directed to Fairfax County Department of Transportation
Debra Harrold	Pedestrians throw trash onto trailers and won't pick up it up. Mud from trailers on main st will create a driving hazard. All this water will create a public health hazard that is unnecessary (mosquitos, drainage).	N/A	N/A	N/A	N/A	Main Street is outside the limits of this project. Please contact 1-800-FOR-ROADS for drainage concerns
John T. Peak hoyalawa@hotmail.com	No	No - do not live close enough to Richmond Highway to avail myself of the underpasses, but recongize need for such	No - do not live close enough to Richmond Highway to avail myself of the underpasses, but recongize need for such	N/A	VDOT Social Media	Acknowledged
NA	We have limited visitor parking, the improvements to the highway takes avg over 1/2 the patch in our development. This is not fair to the homeowners.	N/A	N/A	N/A	Other (Email)	Unfortunately, the project may have impacts to private property. Please bring your concerns to the attention of the Right-of-Way agent during the Right-of-Way process
John W. Reiser WQ46@ARRL.NET	Will traffic control personnel be provided to assist traffic maneuver in rush hour during construction?	No	No	N/A	Newspaper and Other (Civic Meetings)	The maintenance of traffic plan will be developed later in the design development process. Traffic control personnel will be provided as needed.
NA	Yes	No - Why build something VDOT says is not safe? How would we cross in the event of flooding?	No - Why build something VDOT says is not safe? How would we cross in the event of flooding?	A pedestrian overpass would make much more sense - no flooding and unpaved safety	VDOT Social Media	Underpasses are being proposed to leverage the existing stream valleys that already exist. Depending on the storm event, the underpasses may not be passable. Overpasses and underpasses have many of the same safety and security concerns. Your comment will be considered as the project progresses.
Sean McCarthy (MVCA President) McLucid@verizon.net	Yes. 1. Concerns about increasing density along Rt. 1 that would eliminate the benefits of the project. 2. Traffic calming during construction.	No	No	Please address traffic calming before this project starts. We are concerned about drivers cutting through neighborhoods and Rt 235/GW Pkwy.	VDOT Social Media and Other (MCAVA)	Land use decisions are made by the localities. Please contact Fairfax County Planning and Zoning regarding any land use concerns. A maintenance of traffic plan will be developed later in the design development process to minimize impacts to traffic on Route 1.
NA	The concept of boutique stores in the major shopping area is idiotic and will hurt the economy. I know it is a long way off, but it still worries me. It would, for example, turn Hybla Valley from a thriving shopping area into a cluster of stores.	Yes	No	The public meetings are great	Postcard	Land use decisions are made by the localities. Please contact Fairfax County Planning and Zoning regarding any land use concerns.
Claude J. Beheler ChiefBeheler@gmail.com	Underpass. Why? Use intersections to cross road.	No - dirty, nobody to clean them, no money, rain water, snow issues. Lights will be broken or burned out.	No - dirty, nobody to clean them, no money, rain water, snow issues. Lights will be broken or burned out.	"Big problem" Crime - security and women using them endangering their lives.	Newspaper, Postcard, VDOT Social Media, Other	If the decision is made to implement pedestrian underpasses, design features will consider safety.
John Bukoski JBPhillieseables@gmail.com	No, it appeals to be a well thought out plan.	No - I don't believe the cost and potential use (of lack os use) justify building the underpasses.	No - I don't believe the cost and potential use (of lack os use) justify building the underpasses.	N/A	Postcard	Acknowledged

Name and Contact Info	1. Do you have concerns about the proposed design elements?	2A Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek	2B Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek	3. Please provide us with any additional information or suggestions that will assist VDOT in the completion of this project.	4. How did you hear about this meeting?	Response
N/A	It is very wide, making pedestrian crossings too long. Please design for slower 35 mph speeds w/ narrower lanes. The one-way cycle track isn't adequate. Should be a way on both sides.	Yes - The underpasses will provide great separate crossings of what will be a very wide Richmond Hwy. They must be designed well, lighted, and welcoming. The ramps should accommodate cyclists and not just pedestrians.	Yes - The underpasses will provide great separate crossings of what will be a very wide Richmond Hwy. They must be designed well, lighted, and welcoming. The ramps should accommodate cyclists and not just pedestrians.	Please find ways to eliminate double turn lanes. They are dangerous for bike/ped.	VDOT Social Media	<p>The proposed Richmond Hwy is a wide crossing. We are anticipating a two-stage crossing. Appropriate push-buttons will be provided in the median to facilitate crossings. The speed limit will remain 45 MPH. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. The lanes will remain 11' wide.</p> <p>The dual turn lanes shown on the plans a being driven by the traffic analysis. If the proposed signal at Wyngate Manor Ct is approved, the dual left turn lanes from Richmond Hwy onto Frye Rd will be eliminated.</p>
N/A	The 11' travel lanes are too wide. AASHTO allows for 10' lanes on roads like Rt 1. Narrow lanes and a 35 mph speed limit are safer for all users. 11' foot lanes will make it unsafe for crossing.	Yes - Make the underpasses vibrant and well lit, with plenty of space for wheelchairs, strollers, and bicycles. Consider mural artwork and emergency call system or cameras.	Yes - Make the underpasses vibrant and well lit, with plenty of space for wheelchairs, strollers, and bicycles. Consider mural artwork and emergency call system or cameras.	By narrowing travel lanes from 11' to 10' the extra 6' could be allocated to the cycle tracks to make them 2-way on both sides of the highway.	VDOT Social Media	<p>The lane widths will remain 11' as shown on the proposed plans in accordance with VDOT's Road Design Manual for urban principal arterials. According to AASHTO "Due to the high speeds and large volumes typically associated with divided arterials, they should be designed with lanes 3.6 m [12 ft] wide. On reconstructed arterials, it may be acceptable to retain 3.3-m [11-ft] lanes if the alignment is satisfactory and there is no crash pattern suggesting the need for widening." Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. Narrowing the lanes to 10' could cause significant operational and safety issues. If underpasses are implemented, safety will be a consideration in the design. The Embark Comprehensive Plan calls for one-way directional cycle tracks. We will review this comment and consult with the Fairfax County to see if a configuration can be developed that's acceptable to Fairfax County stakeholders.</p>
Hettie (Henrietta) Hervey hettieh@usa.net	My major concerns have been addressed in previous letters as it concerns Mt. Zephyr Commons HOA	N/A	N/A	For Mt. Zephyr Commons HOA - room to replace brick fence and tall security (temporary) fencing during construction/immediately as present brick wall is destroyed.	Postcard, VDOT Social Media, and Other (personal letter)	There will be impacts to the Mt. Zephyr Commons HOA wall. This feature should be brought up to the right-of-way agent makes contact with the homeowners association.

Name and Contact Info	1. Do you have concerns about the proposed design elements?	2A Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek	2B Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek	3. Please provide us with any additional information or suggestions that will assist VDOT in the completion of this project.	4. How did you hear about this meeting?	Response
Steven Ditmeyer srdit@aol.com	Project Management Structure - serious concerns! Unless the VDOT and FCDOT team are colocated during the design phase of the project, this project will be an absolute failure. For example, bridges over the creeks must be built simultaneously for the roadway and for the busway to reduce traffic congestion. Even though the roadway and busway have different funding sources and will be managed by different government agencies, the design teams and construction management teams MUST be colocated. Coordination at meetings or by telephone or emails simply will not work.	No	No	N/A	Other (MVCCA Transportation Committee)	The project team will consider this as the two projects move forward.
Jenna Hamilton hamilton.jenna.m@gmail.com	Mt. Zephyr Commons - I remain concerned about ensuring that an appropriate perimeter or fence/barrier be placed along our community during construction to ensure the safety of the neighborhood and keep crime down.	No	No	N/A	Postcard and Other (email)	There will be impacts to the Mt. Zephyr Commons HOA wall. This feature should be brought up to the Right-of-Way agent during property acquisition negotiations for construction and long-term considerations
N/A	Yes, my concerns are the pedestrian underpass and the impact this will have on our environment and wildlife.	No - My concern is public safety. Pedestrian underpasses invites high crime, graffiti, and flooding, with increased crime being the greatest concern. The Mt. Vernon area is a crime ridden area, an underpass will increase in this area.	No - My concern is public safety. Pedestrian underpasses invites high crime, graffiti, and flooding, with increased crime being the greatest concern. The Mt. Vernon area is a crime ridden area, an underpass will increase in this area.	N/A	Other (email)	If the decision is made to implement pedestrian underpasses, design features will consider safety.
N/A	The length of time and delays are problematic for landowners. The chronic delays are violation of the rights of landowners by holding their properties hostage for any length of time that the government decides.	No - too dangerous	No - too dangerous	Land acquisition needs to happen quickly, swiftly, and fairly.	Other (email)	The project is moving as quickly as possible. Unfortunately sometimes property owners are impacted by the project process. If you feel that there are significant adverse impacts from this process, please contact Brian Costello (brian.costello@vdot.virginia.gov) in the VDOT Right-of-Way section to see if you qualify for special accommodations.
Michael Ko wizko01@gmail.com	Yes - Small island (separation) on proposed design is not necessary. Please remove it.	N/A	N/A	N/A	Postcard	8149 Richmond Hwy has historically had vehicular access to the entire property frontage. One of the goals of the Richmond Hwy project is to provide efficient and effective transportation options for a variety of users including bicycles and pedestrians. Particularly on an urban arterial this requires providing separation between the vehicles and pedestrians and limiting access points for private properties. Access will be limited to the property as part of this project and the island will remain.
Ally Javaid	N/A	No	No	N/A	N/A	Acknowledged

Name and Contact Info	1. Do you have concerns about the proposed design elements?	2A Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek	2B Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek	3. Please provide us with any additional information or suggestions that will assist VDOT in the completion of this project.	4. How did you hear about this meeting?	Response
Anne Street astreet3101@gmail.com	Not the design itself, but the human behavior surrounding it. Residents of the apartment complex at the corner of Rt. 1 & Napper Rd. continuously cross Rt. 1, not in the crosswalk, to get to the the 7-11. How will your design help change human behavior and get these folks to cross under the bridge? We have pedestrian accidents and even deaths at this intersection.	Yes	Yes	N/A	Other (email from VDOT)	It is difficult to change human behavior. In this case, the 7-11 property may become a stormwater management facility and will thereby eliminate the destination causing people to cross mid-block. In addition, a pedestrian underpass is being considered at Little Hunting Creek to make it easier to cross Richmond Hwy without pedestrian/vehicular conflicts.
Sally Kidalov sally.kidalov@fairfaxcounty.gov	N/A	No - I would be much more likely to use an overpass. I lived in another big city with an underpass, that was in a safer area than what is along Richmond Hwy. The underpass in my prior hometown was very unsafe, even during the day. (it was between a downtown business district & historic district) Everything from muggings to drugs to homeless sleeping there to murders, occurred. It would be very unwise to do underpasses because it will increase crime.	No - I would be much more likely to use an overpass. I lived in another big city with an underpass, that was in a safer area than what is along Richmond Hwy. The underpass in my prior hometown was very unsafe, even during the day. (it was between a downtown business district & historic district) Everything from muggings to drugs to homeless sleeping there to murders, occurred. It would be very unwise to do underpasses because it will increase crime.	N/A	N/A	If the decision is made to implement pedestrian underpasses, design features will consider safety.
Tom Niedbala Altn687@gmail.com	N/A	Yes - I currently am a bicycle commuter (25 miles per day) and use the underpasses at four mile run - they work well! I encourage these underpasses to enhance bicycle safety.	Yes - I currently am a bicycle commuter (25 miles per day) and use the underpasses at four mile run - they work well! I encourage these underpasses to enhance bicycle safety.	Thanks for fixing the very challenging intersection near Costco - it has been very dangerous for cyclists for years.	VDOT Social Media and Other (county newsletter)	If the decision is made to implement pedestrian underpasses, design features will consider safety for all users.
Haadi Jawaid haadij@gmail.com	Please make sure for businesses, you take a look at future development permits and exceptions. This expansion will effect a fair amount of future developments.	No	Yes	N/A	Other (mail)	Future development should be considered as part of the right-of-Way process. Be sure to bring your concerns to the attention of the right-of-way agent that makes contact with you if you are effected.
A McEvilley lacre.mcevilley@yahoo.com	Please add the traffic light at the post office, morning traffic is crazy already.	No - not safe for children	No - not safe for children	A+ for VDOT if you provide a light at the post office	Other	A signal justification report has been prepared and the team is pursuing approval to install this signal.
Livio Fiorio livio@fiorio.com	N/A	N/A	Yes	I approve of the project as presented and with any changes VDOT or FFX Co. recommends. Thank you so much for your attention to this part of the county.	Other (email)	Acknowledged
Mr & Mrs. William Kern N/A	No Yes - overall this is a car first design, with community/bike/pedestrians second.	No Yes	No Yes	N/A At the bridges, expand for ped/bike and rest areas as at the Wilson bridge. Maintain at least 8' bike paths.	Postcard VDOT Social Media	Acknowledged The Embark Comprehensive Plan calls for directional cycle tracks. We will review this comment and consult with the Fairfax County to see if a configuration can be developed that's acceptable to Fairfax County stakeholders.
James Davidson cyclevolk@aol.com	What is trade-off of pedestrian/bike bridge vs. tunnels? If public objections to tunnel rise too much, would this justify bridging? Audience reaction at this hearing indicates major concerns.	Yes	Yes	N/A	Other (email)	Underpasses are being proposed to leverage the existing stream valleys that already exist. Overpasses and underpasses have many of the same safety and security concerns and are significantly more expensive. Your comment will be considered as the project progresses.

Name and Contact Info	1. Do you have concerns about the proposed design elements?	2A Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek	2B Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek	3. Please provide us with any additional information or suggestions that will assist VDOT in the completion of this project.	4. How did you hear about this meeting?	Response
N/A	N/A	No - As a pedestrian and cyclist who works 2 jobs and commutes/cycles at night, I would be concerned for my safety due to the isolation of the underpass and lack of visibility by road users.	No - As a pedestrian and cyclist who works 2 jobs and commutes/cycles at night, I would be concerned for my safety due to the isolation of the underpass and lack of visibility by road users.	If an overpass is too costly then delayed start green traffic light after pedestrian light has allowed pedestrians to stop onto the intersections be more visible to cars.	Other (FABB)	If the decision is made to implement pedestrian underpasses, design features will consider safety. A delayed green can be considered as we progress with the design.
N/A	Make sure the underpath is the safest option. Compensation for communities that will be affected should consider future income levels (ex: Amazon Crystal City)	Yes	Yes	Make sure safety is the number 1 priority.	Other (email)	If the decision is made to implement pedestrian underpasses, design features will consider safety.
Bok Nim Ko	Yes, small island on proposed design is not necessary. Please remove it.	N/A	N/A	Suggest to leave open driveway on our property, and don't put the separation (small island) that divides other body shop property	Postcard	8149 Richmond Hwy has historically had vehicular access to the entire property frontage. One of the goals of the Richmond Hwy project is to provide efficient and effective transportation options for a variety of users including bicycles and pedestrians. Particularly on an urban arterial this requires providing separation between the vehicles and pedestrians and limiting access points for private properties. Access will be limited to the property as part of this project and the island will remain.
John M. Huling Huling_JD@verizon.net	N/A	No	No	N/A	Newspaper	Acknowledged
Jose Quezada kaedmilic@gmail.com	I am located right off Buckman Rd. and Richmond Hwy., Las Cazuelas Resturant will be affected. How long is the process and is relocation an option?	Yes	Yes	Spoke with Nicholas, and Dan suggested relocation places.	Postcard	The right-of-way process is anticipated to start in late 2019 or early 2020. The process will be phased and could take several years to complete for the entire project. We do not have an acquisition schedule at this point. Since the building occupied by Las Cazuelas is affected, please discuss potential relocation when the right-of-way agent reaches out to you.
Chris	No	Yes	Yes	N/A	Other	Acknowledged
Diana Marsh	No	No	No	Consider the timing of the traffic lights that are close to one another to facilitate traffic flow in the evening rush hour. Especially between Sherwood and Buckman/Mt. Vernon Hwy (both directions)	Postcard	Signal timing and coordination will be developed as we move forward with the design.
David Hwang dvdhwang@yahoo.com	I am very worried. Because my building and land will disappear. In 2012, I bought "Kimchi House" as my retirement plan and recieved \$35,00 in rest and that will all disappear. Please help me continue my retirement plan.	N/A	N/A	N/A	Other (Mail from VDOT)	The building where Kimchi House is located will be impacted by the project. Please bring up your concerns with the right-of-way agent that makes contact with you to discuss your options.
George J.	The safety of the pedestrians in the area	No - it's not necessary to build something below for traffic.	No - You should go back to the records and see what was done in on South 15 and 18th streets. Please have an open mind and look into it.	N/A	VDOT social media	If the decision is made to implement pedestrian underpasses, design features will consider safety.

Name and Contact Info	1. Do you have concerns about the proposed design elements?	2A Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek	2B Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek	3. Please provide us with any additional information or suggestions that will assist VDOT in the completion of this project.	4. How did you hear about this meeting?	Response
Bob & Lee Ann Kinzer kinzer@cox.net	Not the design elements - do have great concern that needs for retaining affordable housing are recognized.	No	No	What happens when this wide roadway & BRT lanes hit old US1 at Sherwood Hall Lane?	Newspaper and Other (Civic Meetings)	Land use decisions are made by the localities. Please contact Fairfax County Planning and Zoning regarding any land use concerns. The outside curbs will be set to accommodate the future BRT project without reconstruction. The median will be tapered to allow the proposed lanes to line up with the existing lanes across Sherwood Hall Ln. The BRT project will be required to reconstruct a portion of the median and restripe the lanes when they widen the lanes between N. Kings Hwy and Sherwood Hall Lane.
Skyview Apartments skyviewalexandria@gmail.com	Underpass - pedestrians to cross richmond hwy. Use crosswalks - bad idea for underpass - crime, dirt hightening, spray painting issues	No	No - who will maintin the underpass money? Why create these issues? Snow, rain, water problems. I have lived here for 41 years.	Make pedestrians, bike persons cross at crosswalks. People get hurt because they cross in the middle of the highways.	Newspaper, Postcard, VDOT Social Media, Other (personal flyers, poster by VDOT)	If the decision is made to implement pedestrian underpasses, design features will consider safety. Maintenance of the underpasses will require a maintenance agreement with Fairfax County. Cross-walks will be provided at all signalized intersections.
Carol McAlee cmcalee@verizon.net	Good gracious yes.	No	No	Little consideration has been given to commercial property owners. Really...why does the sidewalk have to be so wide? Have people been bumped off the present width, because of a crowd? And why have grass boardering the sidewalks, county maintenance is expensive, so bit cities afford it? No maintenance presently - there are only weeds. This will be true of new grass planting within 2-4 years	Postcard, Other (email)	The roadway cross-section is consistent with the Embark Comprehensive Plan Amendment and anticipates future redevelopment of a portion of the Richmond Hwy corridor.
Jim Carmalt jscarmalt@verizon.net	Anything that is done to the corridor will be a vast improvement over existing roadway.	Yes	Yes - Only concern would be safety to folks that are our of view.	The original Mount Vernon High School is destined to become a tourist destination. Please consider this.	Other (Coommunity member, 60 years)	If the decision is made to implement pedestrian underpasses, design features will consider safety. The project maintains close coordination with Fairfax County and development plans throughout the corridor. Future use of Original Mount Vernon High School.
N/A	Underpasses make no sense at proposed locations. Add here: safe crossings are needed btween Little Hunting Creek and Jeff Todd Way...too many people crossing outside crosswalks because they don't exist.	No	No - No point, no reasons to cross at these spots.	N/A	Postcard, Other (next door neighbor)	Cross-walks will be provided at all signalized intersections, include the potential signal at Wyngate Manor Court under consideration at the time of the meeting.

Email Comments

Name, Email, Organization	Comments	Responses
<p>Ta Lazo ta.lazo@yahoo.com</p>	<p>Thank you for the opportunity to express my opinion. I am very happy and grateful that improvements are coming to this area. Please I would to suggest different spots with visible trash cans and sidewalks for pedestrians to walk. I would also like to see a bike way and some nice gardens with flowers to make it better look.</p> <p>Thank you for all you do.</p> <p>Katia</p>	<p>Sidewalks and bike ways are proposed on both sides of Richmond Highway. Sidestreet sidewalks are also included to connect to existing sidewalks. Street trees and plantings around the stormwater management facilities are under evaluation. Trash cans are not part of the roadway project, but may be included in a future project.</p>
<p>Matthew Miller 3mmiller@googlemail.com</p>	<p>Good afternoon. I am writing regarding the Sonia Ct construction barrier off of the proposed Rt1 improvement. We have multiple children within our community and there needs to be a sound barrier or a wall of some sort to protect our families from the traffic and the riff-raff of the opposite side of Rt1. We currently have a smaller barrier wall that protects our area from traffic, noise, and extraneous unwelcomed foot traffic and now knowing that the proposed road now will impose even more into our subdivision is a concern that needs to be addressed.</p> <p>I'm happy to answer any questions you may have. Please feel free to contact me if you have at 703-785-7216.</p> <p>Thank you for your time. Matthew Miller Sonia Ct home owner</p>	<p>The existing brick wall along Richmond Hwy will be impacted by the project. Please ensure that this issue is brought up by the homeowners association when the right-of-way agent makes contact with them.</p>
<p>Allison Nurdon nurdon.allison2@gmail.com</p>	<p>We need safe community for our children and ground childeren, this can not be compare with beauty of the cominity or anything else. Please take this very seriously. Our community is not highway. Same place to leave safety. All our community not feeling safe with what is going on for route one upcoming construction. Home owner</p>	<p>Pedestrian, bicycle, and transit user safety improvements are included and a major goal of the project. Sidewalks and bike ways are proposed on both sides of Richmond Highway. Sidestreet sidewalks are also included to connect to existing sidewalks.</p>
<p>Wendy Kwong (Sonia Ct. Resident) 954-993-6636 moore.kwong@gmail.com</p>	<p>Good evening, We are a small hard-working, tax paying community full of families with young children, directly on Route</p> <p>1. My family have lived here for 4 years. We have STRONG CONCERNS on the community impact with the Richmond Highway embarkment project as follows that we find unacceptable:</p> <p>1. The project will affect the current brick wall that stands, with the sidewalk expansion. This brick wall has been a DETERRENT FOR CRIME, provides PRIVACY, DETERS PEOPLE WALKING THROUGH OUR BACKYARDS, NOISE BARRIER, AND PUBLIC LITTERING in our community. MOST IMPORTANTLY, it serves as a SAFETY NET for our YOUNG CHILDREN AND PETS to play without running into busy RT.1 traffic, getting abducted, or reckless drivers/cars plowing into our community & homes. The sidewalk expansion, public & transit, and traffic factors would only mean inevitably more foot traffic (exposure to our community), vehicles/buses (noise) and brings greater risk factors to our small community. You are aware of the crime in this area - please, please strongly consider this. This is the largest common community space we have. We need this brick wall that matches our community that we are so proud of - but for most of all - SAFETY FIRST. People don't attempt to jump this brick wall because there's no room to leverage footing so please salvage this. Replacing it with a cheap see-through fence will result in people jumping over this fence, and our loss of safety and privacy mentioned.</p> <p>2. PROPERTY VALUES - The reason why we bought this home was mainly for the open area for the children to play and protected by the brick wall for the community. We hardly have backyards. Without a replacement brick wall, it will deter families/residents from moving in - bringing down our property values and impacting the community's HOA fees with vacant homes.</p> <p>3. DRAINAGE - between the brick wall and homes - there is a large drainage/water overflow system that prevents flooding to our community homes. There is a row of homes backed to this system. What is the plan here to prevent flooding our homes?</p> <p>4. GAZEBO - There is a standing gazebo area where the community gathers for its events - what is the plan here to keep?</p> <p>We are not against changes for the better - but these concerns will severely impact our community. Thank you for your consideration, and confirm receipt of this public concern.</p>	<p>1. The existing brick wall along Richmond Hwy will be impacted by the project. Please ensure that this issue is brought up by the homeowners association when the right-of-way agent makes contact with them.</p> <p>2. The Richmond Hwy Corridor Improvements project realizes one portion of the Embark Comprehensive plan amendment's vision for the corridor.</p> <p>3. The existing stormwater management facility will remain.</p> <p>4. The gazebo will be impacte by the proposed improvements. Please ensure that this issue is brought up by the homeowners association when the right-of-way agent makes contact with them.</p>

Name, Email, Organization	Comments	Responses
<p>Colleen Depman Kukowski colleen.kukowski@gmail.com</p>	<p>Good evening,</p> <p>I regret that I am unable to attend the Design Public Hearing this evening, but appreciate the opportunity to voice my concerns through email. My husband and I are homeowners in the Mount Zephyr community, adjacent to Richmond Highway and Radford Ave. We are both very excited about the redevelopment of Richmond Highway. Nevertheless, we have both short term and long term public safety concerns.</p> <p>As currently proposed, the redevelopment plan includes removing the brick wall that runs along the perimeter of our community and creating a temporary construction vehicle easement. At the conclusion of the project we expect to regain control of the property, but have not been informed how and when our perimeter wall will be rebuilt. Without that brick wall, there will be free and unimpeded pedestrian access to our property. This raises significant safety concerns for us. In this past year alone, even with the brick wall, we personally have had someone break into our car, parked in our driveway, and observed individuals trespass across our properties. Taking away our existing brick wall exposes us to even more property crime and potential violent crime.</p> <p>We would like to know (1) what the plan is to provide a perimeter between our community and the highway during the construction phase, and (2) what the long term intentions are for restoring our perimeter wall.</p> <p>I look forward to hearing from you.</p> <p>Colleen Kukowski 410-991-8537</p>	<p>The existing brick wall along Richmond Hwy will be impacted by the project. Please ensure that the wall removal and both short-term and long-term security concerns are brought up by the homeowners association when the right-of-way agent makes contact with them.</p>
<p>Jed Kukowski kukoathome@gmail.com</p>	<p>Good evening,</p> <p>Although I was unable to make this evening's meeting, I wanted to raise a few issues as a resident of Sonia Court in Alexandria with regards to the proposed RT 1 improvement project:</p> <p>1) Thank you for taking the time to build an enhanced transportation plan for us. I believe the major improvements your team is suggesting (dedicated bus lanes, realignment of the road itself, bike lanes, etc) will provide a lot of enhanced value to the area.</p> <p>2) With regards to the temporary construction easement along the Sonia Court property, I am keenly interested in hearing your plans to provide a temporary security solution to replace the wall we currently have surrounding our property. Although I appreciate we may temporarily lose the sound barrier afforded us from the current wall, I am very much concerned that the lack of a substantive wall would allow for an enhanced risk for crime on our property as well a drowning risk from a flood plane known to rapidly rise. Plans to date have not specified what this barrier might entail and I would like to hear about it more fully before supporting the project. We have had one violent incident and several property crimes over the past years on Sonia Ct which would likely be exacerbated with the removal of the wall</p> <p>3) With regards to the design for the final replacement wall, I would likewise like to hear about the design your team is considering. Various realtors have noted that the security, privacy, and esthetics offered by the current wall substantively enhances the overall value of our property and my support to the project would be very much tied toward hearing about a plan that would "make Sonia Court whole again" post construction.</p> <p>Many thanks in advance. I look forward to hearing from you on these three matters.</p> <p>Jed Jed Kukowski 202-999-0849 4251 Sonia Ct Alexandria, VA 22309</p>	<p>The existing brick wall along Richmond Hwy will be impacted by the project. Please ensure that the wall removal is brought up by the homeowners association when the right-of-way agent makes contact with them and that there are both a short-term and long-term security concerns. Right-of-way negotiations may be able to address both of these concerns.</p>

Name, Email, Organization	Comments	Responses
<p>Michelle Miller sunshinemem@gmail.com</p>	<p>Greetings -</p> <p>Respectfully request strong consideration and approval to evoke a significant barrier between the homes/property of Sonia Ct (Mount Zephyr Commons HOA) and Route 1 (Richmond Hwy) during the entire period of the embarkment/expansion of the highway.</p> <p>We have lived on Sonia Ct for the past 6 years and have unfortunately witnessed crimes that are too close for comfort within the vicinity of our community. We strongly believe that our current brick wall barrier has proven to be a deterrent for those individuals and mischief from entering our development. We have two small children of our own and have bonds with many other families with children in our development. We want to continue to be at ease in allowing our children to play within close proximity to our homes without concern of them entering Rt 1 or uninvited persons having easier access to them or our home.</p> <p>As a community, we are deeply concerned for our safety and wellbeing should we be exposed without a significant barrier put in place as a temporary replacement until the construction is completed and a new sound and protection barrier is erected.</p> <p>Thank you very much for your time. Please contact me with any questions.</p> <p>Respectfully, Michelle Miller Mt Zephyr Commons/ Sonia Ct resident C - 703.785.7434</p>	<p>The existing brick wall along Richmond Hwy will be impacted by the project. Please ensure that the wall removal is brought up by the homeowners association when the right-of-way agent makes contact with them and that there are both a short-term and long-term security concerns. Right-of-way negotiations may be able to address both of these concerns.</p>
<p>Benjamin L. Perdue The Eminent Domain Litigation Group, P.L.C. 164 George Washington Highway South Chesapeake, VA 23323 P: (757) 446-9998 F: (757) 446-9008 E: blp@eminentdomaingroup.us</p>	<p>Dear Mr. Reinhard and Mr. Roper:</p> <p>Hello, this is Ben Perdue and Hank Howell at The Eminent Domain Litigation Group. We have recently been retained to represent Byers Real Estate Richmond Highway, LLC, the owners of 8153 Richmond Highway (Project Parcel 149). As you may know, they were previously represented by Mike Coughlin. Our clients have reviewed the design plans presented at the most recent public hearing on March 26th. They appreciate VDOT shortening and moving the curbing to the edge of the bump out on their building. This is a welcome improvement. Thank you. However, there are still concerns raised by the new design plans that they hope VDOT can accommodate to reduce damages to the property and help insure its continued viability. These concerns are as follows:</p> <p>1. While shortened and moved, a section of the curbing still extends past VDOT's ROW line onto their property. It is currently surrounded by an orange dashed line, indicating it is being built with temporary construction easement, and that VDOT's rights to this section of curbing will expire when the temporary construction easement does. My clients would prefer the curbing end at VDOT's ROW line. That would provide the property with better turning/maneuvering/drop off capacity. However, if VDOT intends for this section of curbing to be a permanent addition to the property it needs to be acquired as part of a fee or permanent easement take, so that they are properly compensated.</p> <p>2. My clients are also concerned about the pedestrian island that has been added to the design between their property and the adjoining car wash. As with the curbing, part of it extends past VDOT's ROW line, and yet there appears to be only a temporary take for what may be a permanent structure. But, more importantly, the island is located almost entirely on their property. Turning/maneuvering/drop off space is already being reduced by the new curbing, and placing this island across from the curbing whittles it down below what will allow the property to function. Would it be possible to eliminate the island, or, at the very least, make sure it is shared between my clients' property and the car wash, so they are not disproportionately burdened?</p> <p>Another request: could you please send along a closer, sharper image of the new design similar to the attached, which was provided for a previous plan design?</p> <p>Please respond at your convenience. If you would like to discuss things in more detail, we can be reached by email at blp@eminentdomaingroup.us and heh@eminentdomaingroup.us, by phone at 757-446-9998, and of course would welcome the opportunity to meet in person.</p>	<p>1. The curbing can be revised to end at the VDOT right-of-way line. 2. The pedestrian island can be revised to be placed evenly across both properties with the curbing to end at the VDOT right-of-way line. A closer, zoomed in image of the new design has been provided via email.</p>

Name, Email, Organization	Comments	Responses
<p>Kenji Nagasaki Kenji113@cox.net</p>	<p>To whom it may concern:</p> <p>I attended the Public Hearing for the expansion project of Richmond Highway on March 26th. I would like to express my opinion concerning the plan to build a new road of Sacramento Drive through the Woodlawn Shopping Center.</p> <p>In my opinion, it would be a big waste of money and time if it was done according to the proposed plan because the current traffic light system involving Richmond Hwy., Sacramento Drive and Cooper Road is working well. To make it a little more efficient is a big waste of money and business opportunities if we think about the costs of the new road construction and the destruction of businesses existing there.</p> <p>I would like to ask you to reconsider the plan.</p> <p>Sincerely,</p> <p>Kenji Nagasaki Owner of Subway at Woodlawn Center 8768 Richmond Hwy. Alexandria, VA 22309 (703) 851- 1662</p>	<p>The traditional intersection has been adopted as the preferred plan, through VDOT and Fairfax County staff review and through an interactive community engagement process. Further, the proposed realignment of Sacramento Drive is consistent with the adopted Comprehensive plan for the area.</p>
<p>Caryl Pines Curry Clcurry@mac.com</p>	<p>My strongest suggestion is to do something major about the bottleneck where Route One at the turnoff to N and S Kings Highway. It causes Inde delay at rush hour especially. It need a tunnel and it bridge. This has been a festering problem for decades bl moved to Annapolis for 22 years, moved back and found no improvement! This should be a priority as the population grows and traffic gets worse.</p> <p>Thank you. Caryl Pines Curry Clcurry@mac.com Phone (home) 703-347-7454 Cell:240-505-2619</p>	<p>The North and South Kings Highway intersections with Richmond Highway are outside the limits of the Richmond Highway Corridor Improvement project. The intersection is within the Richmond Highway Bus Rapid Transit project and future improvements are under evaluation.</p>
<p>Chris Wells Chris.Wells@fairfaxcounty.gov</p>	<p>Please consider adding the 4th Leg Crosswalk on the north leg of Richmond Highway (US Route 1) and Buckman Road/Mt Vernon Highway (VA Route 235).</p> <p>Please consider a non-traditional signal phasing of a half-section all red pedestrian phase to accommodate this crosswalk. This non-traditional phasing would only require the northbound half section of Route 1 to be all red for the crosswalk. The concerns about signal coordination should be addressed with phasing coordination, but in reality would not be an issue if there are not significant pedestrian volumes (as stated by the project team) to trigger the phase and resulting delays.</p> <p>Thanks for the opportunity to comment, Chris Wells Bicycle & Pedestrian Programs County of Fairfax, Virginia</p>	<p>The 4th leg crosswalk on the north leg of Richmond Highway with a two phase crossing would require right turning traffic from Mount Vernon Highway to stop when pedestrians are crossing the northbound lanes. In the proposed condition, the right turning traffic (dual lanes) would turn while left turning southbound Richmond Highway to eastbound Mount Vernon Highway traffic turns. Right turn volumes are heavy for Mount Vernon Highway and have a LOS of D for design year 2045.</p>
<p>Barbara Jmabry barbarajmabry@aol.com</p>	<p>Jeff Todd Way needs street lights. There have been numerous times where vehicles have run into the dividers. Thanks.</p>	<p>A majority of Jeff Todd Way is outside the limits of the Richmond Highway Corridor Improvement project. Street lights at the intersection with Richmond Highway are under evaluation.</p>

Name, Email, Organization	Comments	Responses
<p>Michael J. Coughlin mcoughlin@thelandlawyers.com</p>	<p>Dear Mr. Reinhard,</p> <p>This firm represents Amon Investment Corporation, the owner of Parcel 163, as identified on the plans for the widening of Richmond Highway. The property is comprised of two buildings—one at the northern end of the property, and one at the southern end of the property. The current plans indicate that access to the head-on spaces in front of the buildings will be eliminated. We request that the project team explore modifying the plans in order to provide continued access to the front of the buildings. We request a meeting with the project team to discuss this issue as well.</p> <p>Please let me know when the project team is available to meet, and thank you for your consideration of these comments.</p> <p>Thank you.</p>	<p>Parcel 163 head-on spaces in front of the buildings will be eliminated. No modification to the plans can provide parking access to the front of the buildings. VDOT has met with the property owner to discuss the issue since this comment was submitted.</p>
<p>Connie Lorentzen connie.lorentzen@gmail.com</p>	<p>I do not support the Potential Pedestrian Underpasses; the Disadvantages far outweigh the Advantages. While the potential for harm exists crossing the road way I see far greater potential for citizen harm using such an underpass.</p> <p>The other mentioned disadvantages are likely as well. I fear innocent unsuspecting citizens may very likely become targets; as the area is hidden from view. The homeless and those with insufficient funds may be tempted to move into the underpass.</p> <p>Teens may find them excellent areas to gather.</p> <p>They would likely be come sights for a variety of illicit activities; making them unsafe for citizens.</p> <p>I can't fathom why underpasses would ever be proposed in a stretch of highway currently home to around 33% of the counties low and moderate households. I would expect the Police and Fire Departments would stay busy trying to assist unfortunate victims if these are indeed ever construction.</p> <p>Those who proposed and support this are, I assume, well intentioned. However, I suspect they have never walked alone late at night around Route One. I do believe the demographics of the area is improving... however, those with means will not use this underpass and I suspect neither will those with limited means if they are wise. Finally, I reference a tunnel in Old Town Alexandria, built in a park to provide access to those household living higher up a hill — they have had mugging and a variety of other problems.</p>	<p>The potential pedestrian underpass is under evaluation. Comments from citizens are noted. VDOT and Fairfax County are contemplating these concerns and will be making a decision on the matter soon. Design features will consider safety.</p>
<p>Queenie Cox president@ngsca.org</p>	<p>(1 of 2)</p> <p>Mr. Reinhard--</p> <p>Tonight, a resolution presented by the Mount Vernon Council of Citizens' Associations (MVCCA) to support the proposed pedestrian underpasses (Dogue Creek and Little Hunting Creek) was defeated by authorized members. The defeat was in support of Gum Springs opposition to the Little Hunting Creek underpass. Gum Springs is a member of the MVCCA.</p> <p>The Gum Springs community voted to NOT SUPPORT the Little Hunting Creek underpass (under Richmond Highway between Buckman Road and Napper Road) on April 9, 2019.</p> <p>Gum Springs safety concerns includes illicit activities not limited to temporary shelter for homeless individuals, drug use, muggings, child molestation and other illicit activity. The 7-11 near the proposed underpass site has been identified as a site for known human trafficking. So, if an underpass is erected in that vicinity, can you imagine what's above ground will now be underground--away from prying eyes?</p> <p>Maintenance Concerns: Drainage and flooding particularly from substandard workmanship for building the underpass; Drainage and flooding issues during winter months (snow and ice); Collector for trash and litter; and Unsanitary because it could be used as an open port-a-john</p> <p>Gum Springs is sympathetic to the pedestrians but pedestrians crossing a busy highway such as Richmond Highway without using the safety of crosswalks or traffic signals need to take responsibility for their actions. If they choose to risk their safety to cross Richmond Highway where they should not, then so be it. Perhaps pedestrian education may be the key. Hate to sound cold but there is a history between Gum Springs and VDOT about the safety of pedestrians--VDOT has a deaf ear for the safety of Gum Springs pedestrians; but, all ears for those who are not Gum Springs residents. We're tired of VDOT telling us what we need or will be getting instead of asking us how to satisfy a need.</p>	<p>The potential pedestrian underpass is under evaluation. Comments from citizens are noted. VDOT and Fairfax County are contemplating these concerns. Design features will consider safety.</p>

Name, Email, Organization		Responses
Queenie Cox president@ngsca.org	(2 of 2) Therefore, the community strongly feel that a pedestrian bridge is a more viable option with less adverse impact to Gum Springs and surrounding communities. A pedestrian bridge would allow pedestrians to cross Richmond Highway safely and traffic on Richmond Highway would not be impeded. For purposes of accommodating Little Hunting Creek, the design of the underpass should be scaled back significantly with limited official access and not include a pathway for pedestrians or bicyclists. It is also our understanding that under the current proposed design, bicyclists can only access the underpass in one direction. Gum Springs would be happy to discuss this matter further; but more importantly, before the final design or approval for an underpass that Gum Springs does not support or want. Queenie Cox President, New Gum Springs Civic Association www.ngsca.org	A pedestrian bridge is not being considered at this time due to high cost.
Sarah Mernin smernin@thelandlawyers.com	Dear Mr. Reinhard, As you know, we represent SK Enterprise 1, LLC, the owner of 8150 Richmond Highway, which is identified as parcel number 369 on the project plans. Our client objects to the placement of the temporary construction easement and the new right-of-way on its property. Both of these features will have a negative impact on the property, which is currently used for preowned car sales. The temporary construction easement appears to remove at least a full row of available parking at the front of the property. If car storage is permanently lost, our client will expect compensation for the cost to create storage elsewhere on the property. We hope the project team will consider these comments and we welcome the opportunity to further discuss these issues with you. Best regards, Sarah Mernin	Parking will be impacted as part of the project. This should be discussed with the right-of-way agent that makes contact with you so that it can be considered during right-of-way negotiations
Sarah Mernin smernin@thelandlawyers.com	Dear Mr. Reinhard, As you know, we represent Shanti Corp., the owner of 8000 Richmond Highway, which is identified as parcel 332 on the project plans. Our client operates a successful Mr. Kleen car wash on the property, and the project's design would have a significant negative impact on the property and the operation of the car wash. Although access to the property is now provided, without two access points into the property, there is insufficient circulation to allow for the operation of a car wash on the site. Our client anticipates having to added access from Ladson Lane at a significant cost. Additionally, with the 7-Eleven parcel (333) being acquired for a proposed stormwater management facility, the design should include an inter-parcel access through that parcel, connecting to the Shanti Corp. property, and allowing our client to use to Pace Lane. The access road could be constructed either adjacent to Route 1 or at the rear of parcel 333. We expect for access to be provided to our client's property and we also expect full just compensation for the taking. Thank you, Sarah Mernin	It is anticipated that there will be impacts to the property frontage. These impacts should be brought to the attention of the right-of-way agent that makes contact with you. Pace Ln is a private street; therefore, access cannot be provided by VDOT.

Name, Email, Organization	Comments	Responses
<p>Sarah Mernin smernin@thelandlawyers.com</p>	<p>Dear Mr. Reinhard,</p> <p>As you know, we represent NOVA Petroleum Realty, LLC, the owner of 8500 Richmond Highway, which is identified as parcels 458 and 459 on the project plans. We also represent Springfield Petroleum Realty, LLC, the owner of 8861 Richmond Highway which is identified as parcel 002 on the project plans. We are writing to you to reiterate our client's objection to the design plans. Their objections are based on the significant impacts the plans, once implemented, will have on the operation of these properties as gas stations and convenience stores.</p> <p><u>8500 Richmond Highway</u></p> <p>As previously stated, our client has plans to redevelop these parcels to include a gas station, a car wash and a convenience store. This requires utilizing both properties. However, placing a storm water management pond on parcel 459 eliminates this redevelopment option, and the impact to the existing gas station property (parcel 458) will destroy its use as a gas station. By encroaching closer to the gas pumps and only allowing one entrance from Route 1 into the property, gasoline deliveries will be impossible and the customers will not be able to access the pumps. Parcel 458 is too small on its own to reconfigure into a profitable gas/convenience store location.</p> <p>Our client again requests that the plans eliminate placing a pond on the property and that the project team work with our client to develop a design and access points that enable the redevelopment of the property.</p> <p>If the pond is going to be on the property, and you are unwilling or unable to work with us, then our client expects full just compensation for the taking of its property.</p> <p><u>8861 Richmond Highway</u></p> <p>This property appears to now be a complete taking. Our client requests that, when an offer is made, it be given the option to retain the residue of the parcel and that the appraisal reflect one price for a total taking, and one price for a partial taking.</p> <p>Best regards, Sarah Mernin</p>	<p>Stormwater management pond locations are under evaluation. Your clients concerns should be brought to the attention of the right-of-way agent that makes contact with you during the right-of-way process.</p>
<p>Sarah Mernin smernin@thelandlawyers.com</p>	<p>Dear Mr. Reinhard,</p> <p>As you know, we represent Benjamin and Linda Molayem, the owners of 8100 Mount Vernon Highway, which is identified as parcel number 294 on the project plans. The project plans show a complete taking of the property.</p> <p>Our clients want to reiterate to VDOT that they have been trying to develop their property, and did not know that their property was going to be condemned while they were working with the Fairfax County. They, along with their engineers, consultants, lawyers, and real estate agents spent a lot of time and money on trying to develop the property before they were told it could be condemned. With VDOT's complete taking of the property, our clients lose the opportunity to develop their property, and they will also lose all the money they have already spent preparing it for development.</p> <p>Our clients expect full just compensation for the property.</p> <p>Best regards, Sarah Mernin Associate Walsh, Colucci, Lubeley & Walsh, P.C. 4310 Prince William Parkway Suite 300 Prince William, VA 22192 Phone: 703.680.4664 x5125 Fax: 703.680.6067 smernin@thelandlawyers.com www.thelandlawyers.com</p>	<p>Your clients concerns should be brought to the attention of the right-of-way agent that makes contact with you during the right-of-way process.</p>

Name, Email, Organization	Comments	Responses
<p>Sarah Mernin smernin@thelandlawyers.com</p>	<p>Dear Mr. Reinhard,</p> <p>As you know, this firm represents Midday Properties, LLC, the owner of 8312 Richmond Highway, identified as parcel number 421 on the project plans. We also represent Kyriacou Properties, LLC, the owner of the adjacent property to the north, addressed as 8302, 8306, 8308 Richmond Highway, as well as 8226 Russell Road, which is identified as parcel number 414 on the project plans. These companies are owned and managed by the Kyriacou family and benefit from an approved, proffered development plan.</p> <p>Our clients reiterate their objection to the location of the storm water management pond on the property owned by Midday Properties, LLC, parcel number 421.</p> <p>As we have previously stated, if possible, the team should consider alternative locations for stormwater management facilities, including, but not limited to, the South County Center parking lot, properties identified as total takings (parcels 431, 427 and 175), and properties that will be significantly impacted (parcels 410 and 402).</p> <p>We welcome any opportunity to avoid impacting the property with a stormwater pond. However, if this is unable to be done our clients expect full just compensation for their property.</p> <p>Best regards, Sarah Mernin Sarah Mernin Associate Walsh, Colucci, Lubeley & Walsh, P.C. 4310 Prince William Parkway Suite 300 Prince William, VA 22192 Phone: 703.680.4664 x5125 Fax: 703.680.6067 smernin@thelandlawyers.com www.thelandlawyers.com</p>	<p>Stormwater management pond locations are under evaluation. Your clients concerns should be brought to the attention of the right-of-way agent that makes contact with you during the right-of-way process.</p>
<p>Michael J. Coughlin mcoughlin@thelandlawyers.com</p>	<p>Mr. Reinhard and members of the Richmond Highway Corridor Improvements Project Team:</p> <p>We are submitting our comments on the project in anticipation of the meeting scheduled later today.</p> <p>Attached in pdf and CAD is an alternative design for the realignment of Sacramento Drive, which we forwarded to you on March 6, 2019.. As you will see, if the design speed is lowered to 25 mph, for which there is a good deal of precedent and justification in our experience, the curvature of the road can be modified to reduce the impact to the property and likely some of the improvements. Additionally, we have shifted the centerline of the road slightly to the south in order to reduce the impact further, while still avoiding the Wells Fargo building.</p> <p>Alternatively, the project team could pursue the same alignment via a design exception or some other waiver. It is the result that matters, and we defer to VDOT regarding the best path forward to achieve the desired result.</p> <p>Finally, my client continues to oppose the traditional intersection design, and is offering this alternative design because of Fairfax County and VDOT's unwillingness to move forward with a modified Michigan left intersection design.</p> <p>Best regards, Michael J. Coughlin</p>	<p>The traditional intersection has been adopted as the preferred plan, through VDOT and Fairfax County staff review and through an interactive community engagement process. Further, the proposed realignment of Sacramento Drive is consistent with the adopted Comprehensive plan for the area. Refinements to the design are under evaluation. The final alignment and design speed of Sacramento Drive is under evaluation.</p>

Name, Email, Organization	Comments	Responses
<p>Michael J. Coughlin mccoughlin@thelandlawyers.com</p>	<p>Dear Mr. Reinhard,</p> <p>As you know, we represent Kyriacos S. Kolas, Stephen F. Kolas and Paula A. Kolas, the owners of 8361 Richmond Highway, which is identified as parcel number 106 on the project plans. Our clients continue to object the design of the project because of the significant negative impact on their property. The project will eliminate parking that currently exists along Route 1 and is used by employees and customers. It will also bring the improvements very close to the building eliminating the possibility of using the current head-on parking spaces that exist in front of the building. As a result of this loss of parking, our clients will have to relocate the parking to the rear of the property and therefore consume valuable land devoted to other uses. This project will severely limit what our clients can do on the property.</p> <p>Additionally, the current plans now show a divided, quasi-shared entrance with the parcel to the north (107). The entrance should be widened to permit larger vehicles to enter the property without driving over the internal island shown on the plans.</p> <p>We hope the project team will consider these comments and we welcome the opportunity to further discuss these issues with you.</p> <p>Best regards,</p> <p>Michael J. Coughlin</p>	<p>Parking impacts are anticipated with the project. The driveway entrance can be reviewed during the right-of-way process. Your clients concerns should be brought to the attention of the right-of-way agent that makes contact with you during the right-of-way process.</p>
<p>Michael J. Coughlin mccoughlin@thelandlawyers.com</p>	<p>Dear Mr. Reinhard,</p> <p>As you know, we represent 6651 LLC, the owner of 8351 and 8357 Richmond Highway, and 8334 Washington Avenue, identified as parcels 108, 109 and 110 on the project plans. Our client wants to reiterate its objection to the design of the project because it involves a complete taking of the property.</p> <p>In order to preserve its investment, our client requests that the storm water management pond shown on the parcels be removed from the plans.</p> <p>Additionally, the turn-around from Washington Street, as currently designed, infringes into the parking lot drive aisle. We propose that the project team use the abandoned area of Washington Street for a turnaround, but in a manner that does not encroach into the property. If that is not feasible, then the proposed turnaround should not have curb installed around it; instead, an emergency access easement can be acquired, as opposed to a fee-taking, and then the curb currently proposed to surround the turnaround can be eliminated.</p> <p>We hope the project team will consider these comments and we welcome the opportunity to further discuss these issues with you.</p> <p>Best regards,</p> <p>Michael Coughlin</p>	<p>The stormwater management pond location is under evaluation. The turnaround for Washinton Street cannot use the abandoned area of Washington Street because there is not enough space to provide the turnaround. The turnaround location is under evaluation for alternative configurations. If the stormwater facility can be removed, the curb surrounding the turnaround area could be limited to the right-of-way area.</p>

Name, Email, Organization	Comments	Responses
<p>Michael J. Coughlin mcoughlin@thelandlawyers.com</p>	<p>Dan,</p> <p>Attached in pdf and CAD is an alternative design for the realignment of Sacramento Drive. As you will see, if the design speed is lowered to 25 mph, for which there is a good deal of precedent and justification in our experience, the curvature of the road can be modified to reduce the impact to the property and likely some of the improvements. Additionally, we have shifted the centerline of the road slightly to the south in order to reduce the impact further, while still avoiding the Wells Fargo building.</p> <p>Question—has the project team located the improvements within the Woodlawn Shopping center, and if so, can you please share that survey information with me and christopher consultants? If not, the project team absolutely should survey the existing improvements in the vicinity of the new road in order to finalize a design that avoids at least the main building. Mike Kitchen and John Levto’s work relied on aerial information, and the files you sent, which did not appear to include field-located survey information for the buildings.</p> <p>Also, please forward us the project team’s rebuttal to Mike Lenhart’s last traffic analysis which still concluded that his intersection design performed better than the traditional intersection design. This information was transmitted to you on 10/16/2018 and you downloaded them on 11/13/2018.</p> <p>Finally, my client continues to oppose the traditional intersection design, and is offering this alternative design because of Fairfax County and VDOT’s unwillingness to move forward with a modified Michigan left intersection design.</p> <p>Please let me know when you and the RK&K consultants are available for a call to discuss this further with our engineering team.</p> <p>Best regards,</p>	<p>The proposed alignment revision will be considered as the design progresses.</p>
<p>Tuck Bowerfind tuchbowerfind@gmail.com</p>	<p>Thank you for the opportunity to give input on the RT 1 redesign. As a 15 year resident of the area I look forward to many improvements of RT 1. At this point, especially from Jeff Todd Way north to Kings Crossing yhe road is extremely dangerous to pedestrians and cyclists. I hope the road will be narrow enough for pedestrians to safely cross and that there will be sufficiently wide bike lanes to allow travel north and south on both sides of the highway. Cyclists should not be expected to cross rt 1 in order to go a couple of blocks north or south.</p> <p>To make RT 1 safer I hope it will be designed for a 35 mph speed limit, not 45 mph, especially within a quarter mile of the main hubs. The goal around these hubs is a liveable walkable community, not express traffic. Cyclist, pedestrian, and resident safety should be a higher priority than getting people quickly from the beltway to Fort Belvoir.</p> <p>Ideally, increased affordable housing, parks, and more attractive liveable communities along RT 1 will encourage people to live in the area, not simply commute through it.</p> <p>with gratitude, Tuck Bowerfind 8727 Bluedale Street Alexandria 22308</p>	<p>Pedestrian, bicycle, and transit user safety improvements are included and a major goal of the project. Sidewalks and bike ways are proposed on both sides of Richmond Highway. One-way bike ways are proposed at this time. Sidestreet sidewalks are also included to connect to existing sidewalks. Crosswalks and pedestrian signals will be installed at every signalized intersection.</p> <p>The road will be posted at 45 mph after construction.</p> <p>The proposed lane width is 11 feet, which is the narrowest lane width allowed for an urban principal arterial. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. The lanes will remain 11' wide.</p>

Name, Email, Organization	Comments	Responses
<p>Ally Javid javaidar@gmail.com</p>	<p>Property - 8850 Richmond highway right at the start of the project. A few comments regarding future development on site and easement vs fee simple Currently have a special exception to develop two hotels on the property - so questions related to this</p> <ol style="list-style-type: none"> 1. For the drainage pond - what are the reasons to go fee simple vs an easement? 2. Would the drainage pond have any effect on the current 100 year flood plain? 3. Set back from street for government contract tenants. Are there any exact figures for set back from street to building within the new design? 4. Dogue Creek Underpass. I feel this won't be used much and would probably be dangerous at night. No lights on that side of the land and the other side exits at a hotel. Plus would rather we save money to build overpass. <p>Thanks Ally</p>	<ol style="list-style-type: none"> 1. The stormwater management pond in currently proposed as right-of-way for permanent ownership and maintenance by VDOT. If the type of acquisition is of concern, please bring this to the right-of-way agent's attention when they reach out. 2. The stormwater management pond will not adversely effect the water surface elevations. 3. Fairfax County has established building setback distances, please contact Fairfax County Planning & Zoning for this information. 4. The underpasses at Dogue Creek and Little Hunting Creek are the only items under evaluation.
<p>Cathy Ledec</p> <p>Submitted by Cathy Ledec, Tree Commissioner, Mount Vernon District, Fairfax County and 2018 Fairfax County Citizen of the Year</p>	<p>(1 of 12) Thank you for the opportunity to provide public comment and recommendations on the Richmond Highway road widening project.</p> <p>The 2015 Route 1 Multi-modal Alternatives Analysis study completed in 2015 recommends this highway as a roadway to accommodate numerous ways for travel including vehicles, nonvehicles including walking, cycling and other non vehicle personal transport (including various devices for persons with disabilities), and transit-related methods of travel.</p> <p>All roadway improvements on Route 1/ Richmond Highway must also take into consideration the need to serve the neighborhoods and residents that live along the corridor. The current designs for the corridor need to do more to improve east west connectivity along the corridor and to serve those of us who live here. The current designs should address the needs for full multi-modal use of the roadway as recommended in the Route 1 Multi-modal Alternatives Analysis including the need to improve safety for non-vehicle users; at this time they only provide marginal safety improvements, and not full multi-modal use of the roadway. We should not overbuild this road. This approach takes valuable land (1) from private and commercial property owners, (2) that can be used to enhance full multi-modal uses of the roadway, (3) green space buffers that can be used to improve environmental conditions and buffer those of us who live here from pass-through traffic, resulting air pollution, noise, etc. This project also presents a unique opportunity to improve environmental conditions and reduce the environmental impacts that this roadway has in our community. The EMBARK plan amendment and the Bus-Rapid-Transit project provides simultaneous (we hope) opportunity for transit-oriented multi-modal transportation options for the increases in density expected in future years. We must stop continuing to build roads wider and wider to accommodate cars. A Sustainable future will be successful if cars are taken off the road and users & residents use multi-modal transportation options.</p> <p>This road is the most dangerous for pedestrians and bicyclists in all of the mid-Atlantic Region. It is constructed to serve two important purposes that are at odds with each other and have goals that are not always in synch with each other.</p> <ol style="list-style-type: none"> 1. Pass-through traffic heading south to beyond Jeff Todd Way 2. Neighborhood traffic, residents living in neighborhoods on both sides of the highway who patronize businesses along both sides of the highway. 	<p>See reponses below</p>

Name, Email, Organization	Comments	Responses
	<p>(2 of 12) The widening of the highway will remove bottlenecks and facilitate the movement of traffic serving both pass-through traffic and neighborhood traffic.</p> <p>I urge VDOT at every step of this project's lifecycle to creatively and sustainably improve environmental conditions along this highway. There needs to be a focus on restoring natural ecosystem services. Using these goals could result in a more sustainably built roadway and structure that will require less maintenance over the long term and reduce its impact on our environment.</p> <p>As described in this article: https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-moreeconomically-productive-3bzg5 and through the implementation of the EMBARK Comprehensive Plan Amendment approved in early 3018, creating walkable pedestrian-centric communities is our goal. We want this. All road, sidewalk and cycle infrastructure must support these goals. And this includes Route 1 (a.k.a. Richmond Highway) that passes through our community.</p> <p>1. RICHMOND HIGHWAY SERVES LOCAL NEIGHBORHOODS AND BUSINESSES SAFETY IMPROVEMENTS for NON-VEHICLE USERS OF THIS HIGHWAY INCLUDING PEDESTRIANS AND BICYCLISTS IS CRITICAL: On March 26, 2019 on the morning of the VDOT Design Public hearing an 80-year old pedestrian crossing Richmond Highway at Fairhaven Avenue in the crosswalk was hit by a distracted driver and died the next day.</p> <p>On April 24, 2019 a bicyclist was hit by a car in the Hybla Valley area. I am hopeful that this injury was not serious, news is not known yet.</p> <p>ONE DEATH IS TOO MANY and VDOT must focus its efforts on not just standard practice to install a crosswalk only on one side of the intersection. CREATIVE and INNOVATIVE solutions must come forth and be implemented. Looking outside the region and to international examples of better than standard practice should be done. Accommodating pass through traffic should not be done at the expense of neighborhood residents who use the highway to patronize businesses and services in our community.</p>	<p>1. Pedestrian, bicycle, and transit user safety improvements are included and a major goal of the project. Sidewalks and bike ways are proposed on both sides of Richmond Highway. One-way bike ways are proposed at this time. Sidestreet sidewalks are also included to connect to existing sidewalks. Crosswalks and pedestrian signals will be installed at every signalized intersection. Fairfax County Department of Transportation (FCDOT) is designing an additional crosswalk and pedestrian signal at the Richmond Highway / Fairhaven Avenue / Quander Road intersection. The FCDOT Bus Rapid Tranist project will add bike facilities in the Hybla Valley area, north of this project.</p>
	<p>(3 of 12) 2. PUBLIC COMMENTS SUBMITTED on DECEMBER 6, 2019 for the VDOT NEPA Studies done for this project, no response from VDOT as of 4/26/19: As of April 26, 2019 no response has been provided to me individually or to the general public that describes how VDOT will be following the mitigation hierarchy to (1) avoid, (2) minimize, (3) mitigate, and (4) compensate for adverse impacts to environmental (including natural and cultural) resources.</p> <p>This project represents a critical opportunity for VDOT to demonstrate its leadership and expertise by showcasing creative and innovative global best practices for improving environmental conditions and recognizing, celebrating, respecting and protecting natural and cultural resources (natural resources: some of which are rare and globally threatened – though because the rare and threatened species technical report was not made available to the public as part of the public process – the public did not get an opportunity to comment on this – I only received this because I requested it specifically) (and cultural resources including historic events that occurred along the highway in the project area) consistent with the Fairfax County Comprehensive Plan and the EMBARK plan amendment approved in early 2018. To date I've not seen VDOT demonstrating this, they are only presenting the minimum requirements to meet federal regulation. We deserve more than this.</p> <p>3. CROSSWALKS: should be installed around all 4 corners of every lighted intersection. Pedestrian street crossing signals should be coordinated to prioritize children, our elderly and disabled neighbors without exception. I've heard VDOT reference "standard practice" to not include crosswalks around all 4 corners of an intersection. We must improve safety at our intersections and this is done by prioritizing public safety of neighbors and residents by installing crosswalks around all 4 corners of intersections. It is inconsistent with the Fairfax County's recently approved Comprehensive Plan for the EMBARK program to overlook this and not implement this.</p> <p>This project's design DOES NOT FULLY INCLUDE needed SAFETY (crosswalks around all 4 sides of each intersection, reduced speed limits, the elimination of the noise walls, narrowing of lane widths) nor structural improvements (2-way cycle lanes, crosswalks on all 4 sides of intersections) to support the recommendations of the multi-modal alternatives analysis study. It does not take advantage of and satisfy the need for safe transportation options for nonvehicle users of the highway including pedestrians, cyclists and other non vehicle personal transport. The project design does not go above and beyond minimum requirements to recognize, celebrate, honor and enhance/restore environmental conditions.</p> <p>Creating walkable, transit-oriented communities REQUIRES WIDE CROSSWALKS ON ALL 4 SIDES OF INTERSECTIONS on Route 1 (Richmond Highway). Regardless of VDOTs standard practice of installing crosswalks only on one side of an intersection, this does not support the EMBARK approved guiding principle of safe, pedestrian-centric, transit oriented communities. Addressing these needs should be a top priority, a priority higher than accommodating passthrough traffic.</p>	<p>2. Our project design is still being developed including working on potential mitigation requirements, and measures we intend to incorporate. More information on these features will be shared at the Public Hearing this fall.</p> <p>3. Crosswalks and pedestrian signals will be installed at all four legs of every signalized intersection where possible. Dual left turns from sidestreets remains a pedestrian safety concern. Crosswalk width is under evaluation and is currently planned to be wider then the minimum width of 10 feet.</p>

Name, Email, Organization	Comments	Responses
	<p>(4 of 12)</p> <p>4. SPEED LIMITS: Speed limits at or above 45 are appropriate in more suburban and rural areas. In areas with dense residential development including ALL ALONG THE RICHMOND HIGHWAY CORRIDOR in the Mount Vernon District, the speed limit should be reduced to 35 miles per hour. This is INTERNATIONAL BEST PRACTICE and NATIONWIDE this is the speed limit in urban areas. The traffic is so heavy in this region (regardless of bottlenecks) that even during non-rush hour travel times one cannot drive at more than 35-40mph. Reducing the speed limit to 35MPH recognizes existing conditions.</p> <p>The resulting design of the road should change to slow down (rather than speed up traffic). This could also result in the opportunity to narrow the lane width.</p> <p>5. NARROWING LANE WIDTH: There is no need for expansive lane width as is currently in the design. Narrowing the lane width will result in slowing down traffic and creating safer driving conditions for all. Slowing traffic will result in safer conditions for non-vehicle users of the roadway including pedestrians, cyclists, wheelchairs and other users.</p> <p>6. SOUND WALLS/NOISE BARRIERS NOT NEEDED with SPEED LIMIT REDUCTION: Reducing the speed limit to 35mph recognizes existing conditions and will likely reduce the need for sound barriers. This provides an opportunity to use screening landscape elements to green up the right of way along the east and west sides of the roadway further improving environmental conditions.</p> <p>7. TWO-WAY BICYCLE LANES ON BOTH EAST AND WEST SIDES of the highway should be implemented. By narrowing the driving lanes by at least one foot could provide 6 additional feet that could be used to widen the bicycle lanes and allow for 2-way cycle traffic on both sides of the highway.</p>	<p>4. The road will be posted at 45 mph after construction. 5. The proposed lane width is 11 feet, which is the narrowest lane width allowed for an urban principal arterial. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. The lanes will remain 11' wide. 6. VDOT is required to evaluate noise levels on federally funded projects to comply with federal law under the National Environmental Policy Act. Where project noise levels are projected to exceed established criteria, VDOT is required to propose noise mitigation. Sound barriers will be constructed only if the people who are directly benefited vote for them. 7. One-way cycle tracks are currently proposed on both sides of Richmond Highway. -The Embark Comprehensive Plan calls for one-way directional cycle tracks. We will review this comment and consult with the Fairfax County to see if a configuration can be developed that's acceptable to Fairfax County stakeholders.</p>
	<p>(5 of 12)</p> <p>8. ADEQUATE GREEN SPACE FOR LARGE SHADE TREES and NATURAL LANDSCAPING: Reducing the width of driving lanes should be done with a goal of increasing the width of bicycle lanes to allow for 2-way cycling on both sides of the highway and retaining the width of pedestrian walkways but not at the expense of adequate and critical green space needed for large shade trees.</p> <p>A critical component to ensuring year-round use of pedestrian and bicycle paths is ensuring adequate space for planting large shade trees. Large trees will provided needed shade and buffer users from vehicle traffic and buildings creating a more pleasant pedestrian and bicycle experience. Buildings should not be constructed up to the edge of sidewalks. Rather this should require at least 10 foot setback from the sidewalk to ensure adequate space for large shade trees. Planting large trees in boxes does not provide adequate space for long term sustainability of these trees and should be avoided. No waivers or special exceptions should be considered to reduce this setback anything less will not restore environmental conditions to an impactful level.</p> <p>A key goal of the EMBARK Plan Amendment is to restore environment conditions especially natural ecosystem services with every development and redevelopment project. This will require the reduction of impervious surfaces and adequate sized landscape panels (10 feet wide at a minimum) to allow for landscaped areas that can provide natural ecosystem services and contribute to lower maintenance costs for these areas.</p> <p>9. SCENIC OVERLOOK at DOGUE CREEK CROSSING: The design does not include a scenic overlook at the Dogue Creek Crossing for pedestrians and bicyclists for honoring the globally significant natural resources (some of which are rare and threatened). This SIGNIFICANT opportunity to give back to our community a feature for educating the public on these natural resources should be added on both sides of the highway with a shade structure and interpretive signage. VDOT can and should look for a public or private partnership or seek out grant funding that could offset some of the cost associated with this feature. With SIGNIFICANT businesses in this region including new ones such as AMAZON, Under Armour, Lockheed Martin, Bechtel, and others, VDOT should seek out and secure private grants, sponsorships or other public-private partnership funding in support of this project.</p> <p>10. UNDERPASSES AT DOGUE CREEK (THREATENED AND ENDANGERED SPECIES WATER) AND LITTLE HUNTING CREEK.</p> <p>The Richmond Highway Corridor is one of the most dangerous roadways for pedestrians and cyclists with a death toll that is sadly increasing every week. Note comments on page one of this document describing recent incidents.</p>	<p>8. An 8 foot wide grass buffer is proposed between the back of curb and the bike way. Street trees are under evaluation for this location. Stormwater management facilities will have landscape plantings. Fairfax County has established building setback distances, please contact Fairfax County Planning & Zoning for this information. 9. A scenic overlook at the Dogue Creek crossing is not currently under evaluation. However, an underpass at Dogue Creek is under evaluation and may present on future educational opportunities.</p>

Name, Email, Organization	Comments	Responses
	<p>(6 of 12)</p> <p>Located in between areas of the roadway with crosswalks these proposed underpasses provide an additional option for safely crossing the highway - avoiding the need to interact with vehicular traffic. There are many ways that people cross this highway. It is impossible to satisfy all of these with one solution. Crosswalks are one solution that are not fully successful in protecting pedestrians and cyclists from injury (or death). These underpasses provide an additional option that may be used by some to cross the highway and while not a perfect solution provides an option that could reduce pedestrian and cycle interactions.</p> <p>I support these underpasses only under the condition that design elements include ensuring the safety of users and elements to prevent use of these areas by criminal elements. This should include elements like energy-efficient lighting that could be supplemented by natural lighting from grates installed in the roadway above that allow for added natural lighting of the underpass walkways. The lighting would need to be installed to not be disruptive to wildlife. The design could also include elements that discourage the use of the area by criminal elements through the use of creative and innovative technologies and structural elements that may already be used in similar installations in other parts of the US (or globally). VDOT should seek out best practices from other US agencies to learn from the successful experiences of other jurisdiction. Using proven successful practices implemented by other jurisdictions (including outside of Virginia or even in other countries) and improving on these based on experiences of others could make this a highly successful amenity and safe roadway crossing option.</p> <p>Additionally the design of the underpasses should place them above the flood plain as much as possible to reduce the frequency of flooding. While the taller and more expansive bridge structures will allow for restoration (by VDOT) of the flood plain every effort should be made to not intrude on this restored flood plain. Any trails constructed in this area should be at least 10 feet above the high water line (with a buffer added in for climate resiliency) of the streams. There should be a gate installed so that they can be closed for public safety reasons in the event of a significant precipitation event.</p> <p>My hope is that once this flood plain is restored that anadromous fish will increase their spawning activities in the area. These should be protected and celebrated.</p> <p>A monitoring project should be put in place by VDOT in collaboration with Fairfax County to monitor and document the environmental improvements (including water quality effectiveness of the restored flood plain, erosion and the like) so that these improvements can inform future VDOT and county projects. This could be done through a partnership with Fairfax County, the Potomac Environmental Education Center with George Mason University or another qualified educational institution partnership.</p>	<p>10. Underpasses are under evaluation at Dogue Creek and Little Hunting Creek. If the decision is made to implement pedestrian underpasses, design features will consider safety and will be designed not to be inundated at a specific storm interval to be determined. The underpasses will not be outside the floodplain.</p>
	<p>(7 of 12)</p> <p>I have attended international conferences on linear infrastructure and know that many countries whose total annual country-wide budget is less than that of VDOT or even Fairfax County; these countries (in most cases developing countries) use creative and innovative practices that we could replicate here with this project. VDOT needs to look outside the box, outside of our region to determine which of these practices will inform a creative practice with this project.</p> <p>Additionally pursuing public-private partnership funding for the enhanced elements of at least the Dogue Creek Crossing such as the scenic overlook for pedestrians and cyclists would provide the potential for a cadre of corporate volunteers for trash clean up, volunteer safety patrols, and other such volunteer activities. A private company might even “adopt” the area for regular volunteer activities. Many businesses provide volunteer service opportunities for their employees. We should take advantage of this opportunity.</p> <p>11. ENVIRONMENTAL JUSTICE: NARROWING THE BRIDGES MAY SAVE MONEY AT THE DOGUE CREEK AND LITTLE HUNTING CREEK STREAM CROSSING BUT IT ALSO INEQUITABLY TREATS AN ADJACENT DIVERSE AND DISADVANTAGED COMMUNITY :</p> <p>Attempts to save money by narrowing these bridge crossings does not take advantage of the unique opportunity for Mount Vernon District residents to benefit from the full expanse of the bridges.</p> <p>This area of the Richmond Highway Corridor has some of the best quality environmental elements in our area. At the same time it is also an area of the district that is ethnically diverse and is economically disadvantaged.</p> <p>Narrowing the bridges to save money brings forth an environmental justice and an inequity that is inappropriate. Other road widening projects in more wealthy areas of the Richmond Highway Corridor (namely directly south of this project area) did not have their project designs cut back. This project’s economically disadvantaged and ethnically diverse population should not have elements of the project reduced, especially environmental restoration and improvements; shortchanging us simply to save money. It is inappropriate to narrow the bridges at the stream crossings for these reasons.</p>	<p>11. VDOT is looking for all opportunities to minimize harm to the environment, while providing a safe and efficient improvements in this corridor. During final design a more defined alternative, and more community cohesiveness will be considered.</p> <p>Based on the EMBARK Comprehensive Plan approved in March of 2018, plans for business and housing growth are planned. This area will be part of the Woodlawn Community Business Center, and a cultural center point. https://www.fairfaxcounty.gov/mountvernon/sites/mountvernon/files/assets/documents/embark%20factsheets.pdf</p> <p>The Richmond Highway Corridor Improvements Project has consistently worked to minimize harm to the natural environment, while ensuring the community cohesiveness is maintained. The bridge narrowing which does add a cost savings to the project, also still focused on safety of the people who travel this corridor whether by foot, bike or automobile. The project updates to the proposed bridges, are additional ways to further minimize impacts to the stream channels and embankments. This minimization is also to protect the natural flora and fauna which pass through the area.</p>

Name, Email, Organization	Comments	Responses
(8 of 12)	<p>12. ENVIRONMENTAL JUSTICE and INEQUITY: Spring Garden Apartments</p> <p>I am deeply concerned about the inequity of handling this project and its potential for adverse impact on residents of the Spring Garden Apartments. I understand that VDOT has worked to reduce the boundaries of the project such that the taking of a building (which would require relocating residents) may not be necessary.</p> <p>The VDOT project boundary nearby Sherwood Hall Lane is immediately adjacent to the apartment buildings where lower income and ethnically diverse residents (our neighbors) live. If the project proceeds as described in the designs and without changes, residents of this apartment complex would be subjected to increased air pollution, increased noise levels and potentially ugly noise walls made of concrete (that provide only 1 environmental service).</p> <p>The resulting reduced land area that is currently occupied by impervious surfaces and buildings there is limited land area left (if any at all) within which to mitigate potential adverse impacts. With limited land area on this property for additional tree plantings to clean the air, absorb stormwater, protect from the impacts of increased precipitation and wind events with climate change these residents are more adversely impacted than others, this is an inequity that needs to be addressed.</p> <p>While it may be more costly to take a building and relocate residents, this could be advantageous to residents. This might offer the possibility of being relocated to a more transit-oriented area with similarly affordable housing. This possibly offers residents an opportunity for improved living conditions and perhaps increased economic opportunity and a healthier environment within which to live - away from the noise and pollution of the highway. There may be an improved opportunity to further improve environmental conditions on this site for residents and reduce the potentially significant adverse impacts of this project for this community of our neighbors. Some improvements possible, could include removing impervious surfaces and replacing it with an outdoor community gathering green space filled with native plants and trees that serve to absorb the noise, absorb the air pollution and filter the air, absorb stormwater and provide an outdoor area that could be used to celebrate nature, reducing stress and creating a healthier environment within which our neighbors can thrive.</p>	<p>12. VDOT has worked to minimize harm to the residents not only at Spring Garden Apartments, we've also applied the same consideration throughout the corridor. We continue to work with the community, to ensure all methods to keep the residents in community are pursued. As per the Executive Order (E.O.) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations - was issued by President William J. Clinton in 1994. Its purpose is to focus federal attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities. As part of the Final Noise Analysis, the potential wall will be voted on by the residents who will be benefitted by the Potential Noise Wall. VDOT will work with those residents and Fairfax County on the final structure including potentially finding an amenable solution to the particular type of wall located here. More defined information will be provided for this potential at that the Final Design Phase of the project. VDOT will work with Fairfax County on landscaping as the design progresses. VDOT works very diligently to reduce relocations whenever possible. At this time potential relocations are still being evaluated and VDOT will work with all potential relocation residents as needed.</p>
(9 of 12)	<p>13. TRASH TRAPS ON THE HIGHWAY:</p> <p>I understand that VDOT will provide trash traps in the stormwater management areas for the Roadway. This is not sufficient. A Solid Waste Management program needs to include trash and litter. Trash and litter is a solid waste and should not be excluded from the project's work plan. Trash traps need to be installed on the highway itself. These trash traps could be "adopted" by various volunteer groups as described in # 9. Signage needs to be posted all along the highway instructing motorists to not litter. Public education is one component of a solid waste management plan that could reduce the impacts of trash and litter on the roadway.</p> <p>14. COORDINATION WITH BUS-RAPID-TRANSIT PROJECT?</p> <p>To what extent and how is this project being coordinated with the Bus-Rapid-Transit project - also a VDOT project. This is not described anywhere in the documents prepared for this project. By combining certain efforts, including addressing environmental restoration of natural resources along and within the highway, costs can be minimized and not duplicated.</p> <p>15. STORMWATER PONDS</p> <p>Since the final locations of these and how they will be designed is not yet final I bring forward my previous comments on Stormwater ponds or stormwater management areas:</p> <p>Stormwater ponds should be visually appealing and include landscaping with native plant species that work to improve water quality and reduce quantity consistent with and exceed existing stormwater management requirements. These stormwater ponds could include scenic viewing platforms with educational interpretive signage accessible to the general public. Given the proximity of residential areas to these stormwater management areas every effort should be made to enhance landscaping of these areas to include amenities that can be used by adjacent neighbors. Including 100% native plantings and managing these as wildlife habitat for declining populations of pollinators is an important goal that should be added to the project's work plan and supports the EMBARK goals of restoring natural ecosystem services. This would further improve environmental conditions resulting from the project, an important positive to be gained from the project that should be described in the report.</p> <p>The location of stormwater management areas should be carefully selected in consultation with Fairfax County staff. The Fairfax County Comprehensive Plan needs to be consulted in order to ensure that areas identified by VDOT for this are indeed appropriate as it relates to properties with a high redevelopment/development potential. VDOT needs to work with Fairfax County staff to best identify the location of these stormwater management areas. Stormwater management areas should not be placed in Resource Protection Areas or Environment Quality Corridors as stated in the Mount Vernon Council of Citizens' Associations resolution # ER 2018-01 approved on April 25,</p>	<p>12 Contd. As per the Executive Order (E.O.) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations - was issued by President William J. Clinton in 1994. Its purpose is to focus federal attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities. 13. VDOT is working with Fairfax County to evaluate the feasibility of capturing debris close to the stormwater management facilities. 14. The VDOT led Richmond Highway Corridor Improvements project is in close coordination with the Fairfax County Department of Transportation led Bus Rapid Transit project. Many of the infrastructure design items are combined so that there are not duplicate efforts. 15. The stormwater management ponds and facilities are planned to include landscaping with native species. The locations of the facilities are in close coordination with Fairfax County. VDOT will comply with state stormwater requirements for this project.</p>

Name, Email, Organization	Comments	Responses
	<p>(10 of 12) Fairfax County must request Land Purchase by VDOT as a priority for Compensatory Mitigation instead of the purchase of credits and the in-lieu fee program as proposed by VDOT.</p> <p>Acquiring land and restoring it is a mitigation option that is highly desirable. A property that may be available for this is 8800 Richmond Highway. The potential for partial or full land acquisition, restoration and donation to Fairfax County Park Authority with a conservation easement to preserve this as open space and natural area is an opportunity that should not be missed.</p> <p>This highly desirable option should be a high priority for both VDOT and FC. The opportunity for VDOT Land Purchase as Compensatory mitigation for the taking of Fairfax County owned property (including Fairfax County Park Authority – to include stream valleys and flood plains) for the widening (Pole Road Park), and for land needed for stormwater management ponds should also be handled with compensatory mitigation using land purchase not be overlooked. Fairfax County and VDOT should be working in partnership with this landowner to achieve this. The use of purchase of wetland credits to mitigate for stream, wetland, and other impacts as described in the Natural Resources Technical report (also mentioned in the EA summary report) does little on the ground here in the area of project impact to directly mitigate for these impacts. The in-lieu fee program similarly does not appear to directly mitigate within the project area for adverse impacts and land taking. These noted preferences of VDOT are not a high priority for our District. They appear to be an easy way out (though they are likely more expensive) and avoid the complexities of negotiating and working directly with Fairfax County and the community on a compensatory mitigation to offset adverse impacts from this project. I urge VDOT to work with Fairfax County and the office of Supervisor Storck to identify ways to implement positive environmental gains for the the areas of direct impact from this project especially our stream corridors.</p> <p>While more complex to work through, environmental gains that could include such things as land acquisition, restoration and donation to FC; stream restoration including reducing down stream flooding impacts that are currently occurring; these environmental gains directly benefit our community and public health in the long term. This should be a high priority for Fairfax County and VDOT rather than taking the easy way out through the purchase of credits and the in-lieu fee program. It is potentially likely that land purchase and restoration while it would require more complex negotiations might be less costly to the project.</p>	
	<p>(11 of 12) 16. Historic Property impacts including viewshed and other intangible impacts.</p> <p>A. The Viewshed for Historic Huntley, a Fairfax County Park Authority property should be protected as much as possible. Historic Huntley is a National Register of Historic Places property that was specifically located on the ridge above the Richmond Highway Corridor when it was first built in 1825. While the Historic Overlay District for Historic Huntley does not extend specifically to include the Richmond Highway corridor, the viewshed includes the entire region between the historic house and the Potomac River. The intangible adverse impacts from the Build Alternative include the intrusion of modern elements including roads, and any associated elements, telecommunications towers, lighting these will have an adverse impact on the historic property. Fairfax County recognized the importance of this historic property’s viewshed and included specific references to protect the Historic Huntley Viewshed as part of the EMBARK Comprehensive Plan Amendment. VDOT should do the same. Any lighting structures or telecommunications facilities, signage with associated lighting and the height of any of these structures could have any adverse impact on the viewshed through the intrusion of modern elements. Materials selection and the color of materials will be important to consider. Lighting should be directed away from the viewshed.</p> <p>Where possible combining or co-locating utilities and telecommunication poles to minimize the number of poles used is highly desired, and these poles (if undergrounding is not achieved) should be located only on one side of highway. These should not be placed in a location that will impact the viewshed.</p> <p>B. Woodlawn Plantation, Woodlawn Cultural Landscape Historic District, and the Original Mount Vernon High School and the Sharpe Stable Complex.</p> <p>While it appears that the taking of land on a designated historic property will only impact the Original Mount Vernon High School, Fairfax County should receive compensatory mitigation for this land taking. The rule of additionality should apply for this and land purchase and be used as compensatory mitigation. See item #7. The land taken from Fairfax County could be added to the possible land purchase by VDOT, with land restored, and donated back to Fairfax County as described in item #7 allowing for a larger open restored open space being donated back to Fairfax County. This is a highly desirable option that Fairfax County should request of VDOT.</p>	<p>16. Highway lighting questions and concerns will be provided to Fairfax County for their consideration. VDOT will provide conduits for lighting purposes, and Fairfax County will be providing the lighting and any specialized decorative finishes. All utility relocations are being replaced in kind at this time. There are residents and businesses on both sides of the Richmond Highway, all current points of power connection must be provided to the structures. As per the Executive Order (E.O.) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations - was issued by President William J. Clinton in 1994. Its purpose is to focus federal attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities.</p> <p>VHDR concurred the impact to Original Mount Vernon High School property's bus loop, was a No Adverse Effect. VDOT has complied to have two interpretive signs placed near this property to document and share the historic significance to the the community and residents of Mount Vernon.</p>

Name, Email, Organization	Comments	Responses
	<p>(12 of 12) 17. Lighting and any lighting structures or telecommunications facilities, signage with associated lighting and the height of any of these structures could have any adverse impact on the viewshed through the intrusion of modern elements. Materials selection and the color of materials will be important to consider. Where possible combining or co-locating utilities and telecommunication poles to minimize the number of poles used is highly desired, and these poles (if undergrounding is not achieved) should be located only on one side of highway. These should not be placed in a location that will impact the viewshed. Lighting should be directed away from the viewshed and should be downward directed to avoid adverse impacts to birds especially during periods of spring and fall migration.</p> <p>Thank you for the opportunity to provide these public comments. I look forward to VDOT's response.</p>	<p>17. Highway lighting questions and concerns will be provided to Fairfax County for their consideration. VDOT will provide conduits for lighting purposes, and Fairfax County will be providing the lighting and any specialized decorative finishes.</p>
<p>Renee Eliza Grebe Cava Audubon Naturalist Society</p>	<p>(1 of 5) Audubon Naturalist Society (ANS) is the Washington, D.C. region's oldest independent environmental organization, with a long history in Northern Virginia and Fairfax County. On behalf of our over 10,000 members and supporters in the greater Washington, D.C. region, ANS hereby submits comments on the Richmond Highway Corridor Improvements and the March 26, 2019 Design Public Hearing.</p> <p>ANS commends VDOT for its public hearings and willingness to gather a variety of perspectives on this important redevelopment project on the Route 1 corridor. This road expansion presents many opportunities to increase both the quality of life as well as the safety for the users and residents of this area.</p> <p>To ensure this design includes positive impacts on both the people and the local environment, ANS is asking that safety and maintenance concerns of underpasses be addressed prior to plan approval, ecological restoration of the waterways, roadways, and paths be a high priority, and that the overall road design be geared towards a calmer, slower, safer Richmond Highway.</p> <p>Address community safety concerns with underpasses prior to plan approval The proposed underpasses look good on paper, but the multiple security issues raised by the New Gum Springs Civic Association, particularly for the Little Hunting Creek underpass, are a serious concern that must be addressed prior to plan approval. The current design does not address these issues and the plan should not move forward without further involvement from the communities directly adjacent to the proposed underpasses. Concerns which must be addressed include:</p> <ul style="list-style-type: none"> - Ideal location for drug use and criminal activity as it is hidden from public view - Security concerns due to muggings and/or child molestation (particularly as it has been noted to be convenient for children to use) - Would not be safe for use by the public because the Fairfax County Police Department and VDOT does not have adequate resources to monitor the underpass activities - Lack of adequate lighting and visibility at night <p>The alternative of an overpass, while it would incur higher initial costs for VDOT, avoids the systemic security concerns for adjacent communities and the on-going costs needed to address them which would be incurred by Fairfax County.</p>	<p>Underpasses are under evaluation at Dogue Creek and Little Hunting Creek. If the decision is made to implement pedestrian underpasses, design features will consider safety.</p>

Name, Email, Organization	Comments	Responses
(2 of 5)	<p>Address underpass maintenance issues prior to plan approval</p> <p>ANS has multiple concerns about the long-term maintenance of the underpasses which have the capacity to undermine the usefulness of their passage. VDOT must work with Fairfax County to ensure the designs adequately address the following prior to approval:</p> <ul style="list-style-type: none"> - Underpasses should only be considered if they can be entirely outside of the flood plain. This will be a challenge given the occurrence of more frequent, stronger storms which produce extreme water level changes. Flooding will otherwise become a public safety hazard and require the money and time to provide close monitoring by VDOT and frequent closures (thereby minimizing the benefit these underpasses are meant to provide). Drainage and flooding issues during winter months (snow and ice) are also a concern. - Underpasses must not become a collection site for trash and litter, whether from direct human littering or from byproduct litter of the adjacent streams. - Underpasses must avoid unsanitary conditions due to use as an open port-a-john. <p>Again, the alternative of an overpass, while it would incur higher initial costs for VDOT, avoids systemic maintenance concerns and the on-going costs needed to address them which would be incurred by Fairfax County.</p> <p>Ensure restoration of flood plain at stream crossings</p> <p>The proposed expansive bridge crossings will undam the current stream crossings and provide an important opportunity to for restoration of flood plain, improved management of water flow (volume, velocity and quality) and improved wildlife habitat. However, the impact of the project on riparian buffers, the resulting restoration of the flood plain and associated improvements to water movement and quality, flood protection, climate resiliency, and improved wildlife habitat are not described in the environmental assessment. This area should be restored to natural conditions and VDOT needs to work with and partner with Fairfax County staff closely on this. Fairfax County has specific Comprehensive Plan Guidance on the protection of RPAs and EQCs. VDOT needs to work closely with Fairfax County Staff to follow this guidance and ensure avoiding adverse impacts.</p> <p>Compensatory mitigation should be provided to Fairfax County in the form of land acquisition restoration and donation back to Fairfax County as open space. Acquiring land and restoring it is a mitigation option that is highly desirable. A property that may be available for this is 8800 Richmond Highway. The potential for partial or full land acquisition, restoration and donation to Fairfax County Park Authority with a conservation easement to preserve this as open space and natural area is an opportunity that should not be missed.</p>	<p>The underpasses will not be outside the floodplain, but will be designed to stay above the water level of a certain design storm. Overpasses and underpasses have many of the same safety and security concerns. Above the design storm, the underpass will flood. These comment will be considered as the design progresses.</p> <p>VDOT is working closely with Fairfax County on floodplain issues related to project implementation and will comply with applicable floodplain requirements.</p>
(3 of 5)	<p>Address the trash issue in the waterways, particularly in Little Hunting Creek</p> <p>Trash and litter pollution carried by stormwater was not mentioned in VDOT's Environmental Assessment. With the widening of the stream and restoration of the flood plain should also come mitigation of the trash and litter problem. This is an opportunity for not only limiting pollution but also educating the public. VDOT should work with Fairfax County to procure an easement and install infrastructure (a concrete or gravel pad, and vehicle access to it) that would allow installation and county maintenance of a trash trap just downstream of the Little Hunting Creek bridge crossing. Plans for a trash trap should be guided by the results of Fairfax County's soon-to-start test of a trash trap on Little Hunting Creek upstream of the bridge and by the Northern Virginia Regional Commission's upcoming work, through their Virginia Coastal Zone Management Program Grant, on "Utilizing Partnerships to Understand and Reduce Marine Debris in Little Hunting Creek Watershed."</p> <p>Installing interpretive signage and explanation can increase public awareness about the litter problem and support change in littering behavior. Trash and recycling receptacles should be placed (and maintained) in the nearby vicinity, to encourage people to dispose of trash and litter appropriately.</p> <p>Leverage green infrastructure to mitigate environmental impacts</p> <p>VDOT should plan to restore the tree canopy along the highway. Increased noise and air pollution from additional traffic is inevitable with the widening of Richmond Highway. Addressing concerns about a greater heat island effect and increased stormwater runoff from the additional pavement is also critical. The design of the streetscape and highway can do much to relieve these effects, and to make the pedestrian walkways and bikeways more inviting to use.</p> <p>By incorporating small and large trees alongside the pedestrian and bike trails, trails will be shaded and offer a buffer from the traffic. Landscaped areas along the street can provide opportunities for green infrastructure such as bioswales and rain gardens. Through all of these plantings, VDOT should use only native grasses, plants, shrubs, and trees. A list of the plants to be used must be provided in advance with the possibility of adjusting this list of native plants to be used. Prior planning of this green infrastructure will ensure the long term ecological and social success of this area.</p>	<p>VDOT is working with Fairfax County to evaluate the feasibility of capturing debris close to the stormwater management facilities.</p> <p>VDOT will work with Fairfax County on landscaping using approved species lists as the design progresses.</p>

Name, Email, Organization	Comments	Responses
	<p>(4 of 5)</p> <p>Design for a 35 MPH speed limit One goal of the Embark plan is to create a more walkable “Main Street.” Lower speeds could have multiple benefits including:</p> <ul style="list-style-type: none"> - Increased safety for people who bike or walk - Decrease the need for sound barriers, which detract from a community feel, and allow additional room for green infrastructure instead - Allow for narrower lanes, resulting in additional room for additional bike lanes <p>This lower speed limit simply recognizes current conditions during rush hour and allows the significant benefits listed above. VDOT should also recognize that the overall, physical design must ensure 35 mph driving, avoiding reliance on just posted speed limits to achieve these benefits.</p> <p>Narrow the vehicle lanes Particularly in conjunction with the lower speed recommended above, the proposed 11 ft. wide lanes could be narrowed to 10 ft. In addition, the bus rapid transit (BRT) lane design appears to show a 29 feet right-of-way which is 5-6 more feet more than in the Alexandria Metroway and should be able to be narrowed. Narrowing car lanes is also a universally used (and globally implemented) traffic calming measure. It slows traffic down, making the road safer for drivers, pedestrians, and cyclists.</p> <p>VDOT should seek alternatives which will allow for the road to be narrower overall and seek to instead use that space to widen the cycle tracks to allow a safer, two-way cycle track on both sides of the road. One-way cycle tracks are a concern for safety of those traveling on them, as convenience suggests cyclists may too often choose to ignore the directional signs and cause added safety concerns.</p> <p>Ensure safe at-grade crossings Even today at a much narrower width, Richmond Highway is prone to pedestrian accidents and is one of the most dangerous roads in Northern Virginia. While alternative under- or overpass options are absolutely needed for key areas, there will be many other at-grade crossings that require attention. VDOT must ensure safe at-grade crossings with a particular focus on areas where bus transit stations will be located.</p>	<p>The road will be posted at 45 mph after construction. The proposed lane width is 11 feet, which is the narrowest lane width allowed for an urban principal arterial. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. The lanes will remain 11' wide. The median widths have been developed in close coordination with the Richmond Highway Bus Rapid Transit Team. The Embark Comprehensive Plan calls for one-way directional cycle tracks. We will review two-way cycle tracks and consult with the Fairfax County to see if a configuration can be developed that’s acceptable to Fairfax County stakeholders. Pedestrian, bicycle, and transit user safety improvements are included and a major goal of the project. Sidewalks and bike ways are proposed on both sides of Richmond Highway. Sidestreet sidewalks are also included to connect to existing sidewalks. Crosswalks and pedestrian signals will be installed at every signalized intersection.</p>
	<p>(5 of 5)</p> <p>Summary The current design choices of a 45-mph speed, three lanes in each direction, and room for double-left turn lanes has led to a proposed solution that makes the road too wide, fast, and noisy for the “Main Street” concept for which Fairfax County is aiming. The current design introduces greater risk to cyclists and pedestrians who will finally have better access to Richmond Highway than ever before.</p> <p>However, the above suggestions aim to achieve better safety and accessibility for all users of Richmond Highway. The suggestions also seek to ensure the redevelopment of this section of road take into consideration the ecological importance of our waterways and of native landscaping.</p> <p>We strongly urge your consideration of our comments. Thank you.</p> <p>Sincerely, Renee Grebe Northern Virginia Conservation Advocate Audubon Naturalist Society</p> <p>Eliza Cava Executive Director Audubon Naturalist Society</p>	<p>See above.</p>

Fairfax County Comments

**Virginia Department of Transportation
Project Review Comment & Resolution Form**

VDOT Project # 0001-029-205,P101, R201, C501, B617, B618, D603		UPC No 107187		Location: Richmond Hwy - Jeff Todd Way and Napper Rd.		
Locality Proj. #						
Description: Public Hearing Design Plans			Phase PE		Design Originator: RK&K	
Item	Sheet No.	Review Comment		Response		Final Disposition
		Name: AJ Hamidi Discipline: FCDOT with Input Multiple Departments Date: 2/12/19		Name: Discipline: Date:		Name: Discipline: Date:
		By VDOT Reviewer 1. Requirement 2. Recommendation 3. Clarification	Code	By VDOT PM in Conjunction with Design Originator A. Agree with Comment (Document Will Be Revised) B. Comment To Be Evaluated (by Whom) C. Disagree with Comment (Provide Justification)	Code	By the VDOT PM (for Virginia-Owned Roadways) By the Locality PM (for Locality-Owned Roadways)
1	General	A reoccurring comment from FCDOT on the PFI plans was that this project should attempt to provide a curb-to-curb width on the side-streets to accommodate recommendations in the County's Bicycle Master Plan. FCDOT's Ped/Bike Team works with VDOT's paving team to mark bicycle lanes where possible as part of VDOT's annual paving and striping projects (e.g., lane diets). One frequent challenge in the paving projects has been extending on-road bike lanes all the way to the stop line on intersection approaches because of insufficient curb-to-curb width to accommodate both the turns lanes and bike lanes. As a result, bike lanes are often forced to terminate before the stop line. FCDOT encourages this project to adjust the side-street curb-to-curb widths to accommodate the extension of on-road bike lanes all the way to the stop line where possible when tying into Richmond Highway (e.g., Frye Road, north Buckman Road). FCDOT would appreciate an explanation where it is not feasible to extend the on-road bike lanes along the side-streets connections all the way to the stop line for Richmond Highway.	2	Bike lanes have been proposed on Buckman Road (North), and the addition of bike lanes is possible within the project limits based on the current ROW or pavement width along Frye, relocated Buckman Road, Mount Vernon Highway, and Ladson Lane. Bike lanes are not possible on all other side streets based on the current proposed widths.	B	
2	General	For all side-street connections, please attempt to provide pedestrian facilities on both sides of the side-street where feasible. Sidewalks are especially important on the side-streets with higher functional classification such as the urban collector streets (e.g., Mount Vernon Highway, Russell Road, north Buckman Road, Frye Road, and Lukens Lane).	2	Proposed sidewalk is to be added on both sides of all side streets except the following: Engleside, Highland, both Post Office Entrances, Towne Manor, Forest, Denfield, Greenleaf, Bestway, Maury, Reddick, Maury, Roxbury, Pace, and Napper. Sidewalks have been provided to connect to existing sidewalks.	B	
3	General	Please confirm that the driveway crossings will be at the same level as the proposed sidewalk and cycle track.	2	As outlined in Road Design Manual section 2D-10, CG-11 entrances are required except for single family homes and a few other specific circumstances.	B	

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4	General	The County supports the proposed traffic signal at the intersection of Richmond Highway and U.S. Post Office entrance/Wyngate Manor Drive for the benefit of pedestrian safety, emergency vehicle access/response, and reduced right-of-way impacts. Without a traffic signal traffic signal at this location, there would be no crosswalk across Richmond Highway or a median break along Richmond Highway for the 0.5-mile section between Lukens Lane and Frye Road. A traffic signal would help pedestrians cross Richmond Highway at this location which has significant pedestrian generators such as the U.S. Post Office and nearby Woodlawn Elementary School. The traffic signal would also improve emergency vehicle access and response time for the County's Fire & Rescue and Police departments. A traffic signal would also eliminate the need for dual left-turn lanes along NB Richmond Highway at Frye Road which reduces the pedestrian crossing distance and ROW impacts at that US 1/Frye Road intersection. The traffic signal may also improve signal progression and speed monitoring. As such, there is broad County support for this proposed traffic signal including from the departments including Fairfax County DOT, Public Schools, Fire & Rescue, Police, Health Department, Department of Planning and Zoning, and Office of Community Revitalization. FCDOT would appreciate the opportunity to offer feedback on the design of the proposed traffic signal to help ensure adequate multimodal accommodations (e.g., pedestrian, bus, BRT, bike, EMS, auto, truck).	2	Understood, a Signal Justification Report is in process and an RCUT A intersection option is currently being developed.	A		
5	General	An 8-foot wide landscape amenity panel (i.e., buffer for the cycle track) is generally needed to provide the minimum amount of planting width for a shade tree to be installed. There are multiple locations where constraints to the right-of-way create a condition for a reduced landscape amenity panel. In such instances a minimum of 6-feet of width should be provided where possible. However, trees installed in such locations will require specialized structural soil systems to aid with survivability of the tree. Conflicts between utilities and the landscape amenity panel should be reduced to the extent feasible.	2	Understood, an 8' wide landscaped amenity panel has been applied for a majority of the project length, with a 6' wide panel proposed around the BRT station areas. Amenity panel reductions have been implemented to avoid impacting buildings.	A		
6	General	Although the traffic signals are being designed assuming two-stage pedestrian crossings with ped pushbuttons and a refuge in the median, the side-street vehicular traffic volumes may be so large at some intersections that the concurrent side-street vehicular movement may require green times that are long enough to also accommodate a one-stage pedestrian crossing of US 1 (e.g., possible crossing the south leg of US 1 at north Buckman Road during the eastbound Buckman Road NEMA phase 4). While the traffic signal infrastructure should be designed assuming two-stage pedestrian crossings, FCDOT strongly encourages VDOT to analyze signal timing plans to determine if the pedestrian walk plus clearance interval for a one-stage crossing of US 1 can be accommodated within concurrent the side-street green plus clearance interval for each traffic signal (e.g. the ped crossing movement on the south leg of US 1 at north Buckman concurrent with the EB north Buckman Road NEMA phase 4). FCDOT would appreciate data explaining where the signal timing plans could and could not accommodate a one-stage ped crossing.	2	Signal and pedestrian timings to be developed for FI plans.	A		

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7	General	At several of the traffic signals, split-phasing appears to be proposed for the side-streets including US 1 at Sacramento/Cooper, US 1 at Mohawk, US 1 at Russell/Reddick, US 1 at north Buckman Road, and US 1 at Radford Avenue. Split-phasing of the side-streets would create a significant delay for pedestrians intending to cross US 1 since those pedestrians would be expected to wait for their corresponding side-street movement instead of waiting for either side-street movement. The split phasing will exacerbate pedestrian delay caused by two-stage pedestrian crossings. Split phasing may also cause delay for motorists. FCDOT strongly encourages that VDOT avoid split phasing the side-street where possible to reduce pedestrian and vehicular delay. FCDOT also strongly encourages VDOT to explore all signal phasing and timing strategies to reduce pedestrian wait times as much as possible including use of concurrent left-turn phasing, adding a pedestrian phase across one side of US 1 during non-conflicting left-turn phases, lead pedestrian interval and other techniques.	2	Signal phasing to be developed for FI plans. Concurrent signal phasing may not be possible at certain intersections due to lane setups.	A		
8	General	For each median refuge along Richmond Highway at traffic signals, two pedestrian push buttons and two pedestrian signal heads are recommended given the 54' to 58" width of the median. This recommendation is in line with the FHWA Report "Signalized Intersections: Informational Guide" (2004), FHWA-HRT-04-091 which states that it is advantageous to have separate signs displays and detectors for two-stage crossings with wide medians with ample room for pedestrian to wait (Figure 61): https://www.fhwa.dot.gov/publications/research/safety/04091/08.cfm#chp81	1	Understood, two pedestrian push buttons and two pedestrian signal heads will be included for the wide medians.	A		
9	General	What is the maximum spacing feasible between utility poles? For constrained sections where the utility strip is reduced from 4'-wide to 2'-wide, will the utility poles be able to span those sections of Richmond Highway? If a constrained section of Richmond Highway cannot be spanned by utility poles, where would the utility pole be placed?	3	The answer needs to be coordinated with utility companies as their work develops. We have assumed a maximum distance of 200' for the purposes of our design as it stands to-date.	A		
10	General	County DPWES Wastewater indicates that VDOT should accommodate County operation and maintenance access of wastewater infrastructure (e.g., sanitary sewer collector lines) during construction, especially during emergencies/afterhours.	1	Understood, will be accounted for as design progresses.	A		
11	General	County DPWES Wastewater indicate that deep manholes and lateral connections will require sewer reconstruction with better accessibility and stronger materials (per County's PFM).	1	VDOT In Plan designer will address those concerns and follow PFM guidelines. It is acknowledged that manholes that are deep and surcharged due to loadings is an issue.	A		
12	General	County DPWES Wastewater indicates that there are sewer casing requirements at critical crossings, future development areas, and when sanitary sewer is in close proximity to retaining walls and other structures.	1	Stream crossings and utilities under retaining walls will be encased. VDOT Consultant will follow PFM guidelines.	A		
13	General	DPWES Wastewater recommends that VDOT be cognizant and monitor the impact of construction activity and vibration on existing sewer mains and lateral pipes and connections.	1	Vibration on existing sewer acknowledged. VDOT can monitor if needed. County typically conducts pre and post CCTV inspection. VDOT typically requires a standby bypass pump. We traditionally have had the disturbing party take responsibility of the CCTV inspection and that is to protect both the project owner and the County.	A		
14	General	DPWES Wastewater indicates that conflicts between sanitary sewer and the proposed gravity storm sewer infrastructure are possible. The plans must meet minimum horizontal and vertical separation distances (per County's PFM) between sanitary sewer and water utilities.	1	VDOT utility consultant will have a better handle when SS design is in progress. County clarified that the same rules apply to any utility including Water, Gas and Storm Sewer design.	A		
15	General	DPWES Wastewater recommends that VDOT test pit sewer lateral and main line conflicts with project elements.	2	Understood, test pits will be proposed for these potential conflicts.	A		

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16	General	DPWES Wastewater recommends relocating sanitary sewer main in the middle of the low speed (rightmost) traffic lane or between curb and proposed ROW line. No manhole access to be provided at curb/gutter unless with watertight lid.	2	VDOT stated that relocation of the sanitary sewer main will occur on a case-by-case basis once further information is acquired. More information is anticipated by the UFI stage.	A	
17	General	DPWES Wastewater recommends early coordination between VDOT and the County on possible sewer relocations and betterment discussions.	2	Understood, coordination will occur as the design progresses.	A	
18	General	Please ensure that all turnarounds including any cul-de-sac or alternative turnaround can accommodate the Fairfax County's Fire and Rescue Department (FRD) rig (e.g., Washington Avenue and Buckman Road cul-de-sac). The Fire Marshal's Office does approve vehicle turnarounds but does not have authority over VDOT streets. Typical Fairfax County turnaround dimensions are 90' diameter to the inside of the curb. FRD does accept variations of the cul-de-sac, i.e. hammerhead, alternate hammerhead, Y.	2	The cul-de-sac along Buckman Road (Old) has a proposed 100' diameter which accommodates emergency vehicles. Access at other locations (e.g. Washington Ave.) will be coordinated with County Emergency Services.	A	
19	General	VDOT and the Count need to continue coordination and mitigation plans for the anticipated loss of parking at the South County Government Center due to this project. VDOT should consider not just the ultimate condition but also the temporary parking needs of SCGC during the utility relocation and construction phases of the project. The SCGC provides critical services to the community and requires adequate parking during the interim and ultimate condition. Strategies that warrant further consideration include consolidating the three proposed SWM facilities shown at the parking lot and reducing the design speed of Buckman Road to allow sharper horizontal curves to reduce parking loss.	1	Understood, impact options to the SCGC are being analyzed.	A	
20	General	The realigned portion of Buckman Road through the South County Government Parking lot may present an partnering opportunity for VDOT and the County (especially DPWES) to explore the feasibility of implementing Low Impact Design strategies such as porous pavement (e.g., pervious concrete, porous asphalt, and permeable pavers). LID strategies along Buckman Road (south) may reduce the extent of stormwater management facilities in the parking lot.	2	To be discussed during forthcoming SWM Review meeting with FCDOT	A	
21	General	The typical section of the US 1 - Fort Belvoir Project south of Jeff Todd Way has on-road bike lanes, a shared use path on the west side, and sidewalk on the east side. There should be consideration of how to transition cyclists from the existing northbound on-road bike lane along US 1 south of Jeff Todd Way to the proposed directional cycle track on US 1 north of Jeff Todd Way (e.g., a ramp from the on-road bike lane to the cycle track).	2	Understood, design will be configured to accommodate ped/cyclist needs as the project progresses.	A	
22	General	The sidewalk and cycle track currently slope to the grass buffer strip. Create a swale in the strip to encourage infiltration/evapotranspiration. The swales can drain into the proposed stormwater inlets at the end of each block	2	Frequent driveways, proposed streetlights, and potential trees all make the grass strip between the curb and the sidewalk an inappropriate location for a swale.	C	
23	General	Shift locations of the proposed underground utilities and stormwater conveyance pipe to make room for street trees. see attached FX County SWM Recommendations for additional information	2	Proposed underground utilites will be shifted to accommodate street trees. Stormwater pipe locations are also under evaluation.	B	
24	General	Consider using the VDOT DI-2 series as shown in the image below taken at the intersection of Prosperity Avenue and Avenir Place in Dunn Loring, Virginia. This is particularly important at locations along Richmond Highway where a 6-foot wide landscape panel is planned as part of a constrained cross-section condition. The 6-foot landscape panel will require structural cells to support healthy tree growth and if utilities are located within the landscape panel, they may impede the installation of the structural cells or limit growing space for tree roots	2	Proposed underground utilites will be shifted to accommodate street trees. DI-2 inlets and stormwater pipe locations are also under evaluation.	B	

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25	General	VDOT should install and maintain hydrodynamic trash separators to capture litter at key locations. Given that these systems may be expensive, they should be considered for sensitive locations near high density commercial areas or at streams/creeks where they can maximize their impact	2	VDOT and FCDOT are considering the feasibility and cost-effectiveness of various potential strategies to mitigate litter within the project limits. Mitigating litter is a design detail that will need significant coordination between VDOT and Fairfax County Department of Transportation (FCDOT). Any mitigation measure will require on-going maintenance and shall be addressed in the stormwater maintenance agreement between VDOT and Fairfax County			
77	General	Resource Protection Area (RPA)/Floodplain buffer restoration- restore the RPA and/or floodplain on unused areas of stormwater management facility parcels at SWM-5, SWM-8, SWM-9, SWM-24 A and B, and SWM-25 A and B	2	Landscaping and buffers can be provided around the proposed stormwater management facilities as long as budget allows and increases in property acquisition are not required. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
79	General	Wet ponds and bioretention areas that outfall directly to a water body should provide stable conveyance. Such Outfalls on steep grades should utilize natural channel design techniques like rock steps or cascades to carry the stormwater all the way to the stream channel and Outfalls into low gradient wetland areas should utilize level spreaders or other methods and plantings to dissipate and evenly spread the water out over the floodplain	2	VDOT would provide a stable outfall channel to the limits of the project. Additional analysis can be performed to determine adequacy down to the stream bed to determine if additional remediation is needed. VDOT would provide a stable outfall using VDOT standard outfall protection methods. If rock steps or cascades will be implemented with the project, maintenance of these items should be included in the stormwater management agreement.			
26	General:	All bioretention facilities should include the following enhancements:	2	See responses below			
27	see attached FX County SWM	2. Sinuuous shape – a curving natural shape will help ponds integrate into the landscape and offer more opportunities for wildlife habitat	2	The shape of the stormwater management facilities could be designed with a natural curving shape provided they do not impact right-of-way acquisitions.			
28	Reccomen dations for additional informatio n	3. Sidewalks, bike path, and streetscape adjacent to bioretention areas – integrate sidewalks, bike paths, and streetscape landscaping into the design of the bioretention facilities to create a relationship between the two amenities. If there are no additional right-of-way impacts or other critical design issues, consider using slight horizontal curvature to integrate the streetscape and bioretention open space.	2	If there are no additional right-of-way or significant cost impacts as a result of curving the sidewalk toward a stormwater management facility, it is a design detail that can be discussed as the project progresses.			
29		4. Enhanced tree canopy – Cat III/IV trees on planted around crest of the pond slope at a maximum 30-foot spacing	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			

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30		5. Ornamental trees – Cat II trees interspersed on slopes for plant species diversity and increased color/blooms/fruits	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
31		6. Coordinated understory landscaping should be incorporated to meet multiple goals – increase the amount of vegetation above the normal planting levels. Increase biodiversity by incorporating plants that bloom across multiple seasons and provide diverse habitats for wildlife and insects. Plantings should be layered along the slopes to create multiple habitats and attractive embankments	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
32		7. Use of natural elements for soil stabilization – use rocks or other natural features for stabilizing soils and for riprap in-lieu-of broken concrete. If riprap required, groundcover will most likely not provide enough stability. Groundcover could be used to cover/mask stone to create a softer look	2	These features will be considered as the design progresses. If Fairfax County would like additional soil stabilization above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
33	General:	All wet ponds should include the following enhancements.	2	See responses below			
34	see attached FX County SWM Recommendations for additional information	1. Pretreatment - utilize a sump catch basin to intercept trash, particularly in areas anticipated to have a lot of litter and debris	2	VDOT and FCDOT are considering the feasibility and cost-effectiveness of various potential strategies to mitigate litter within the project limits. Mitigating litter is a design detail that will need significant coordination between VDOT and Fairfax County Department of Transportation (FCDOT). Any mitigation measure will require ongoing maintenance and shall be addressed in the stormwater maintenance agreement between VDOT and Fairfax County			
35		2. Sinuuous Shape – a curving natural shape will help ponds integrate into the landscape and offer more opportunities for wildlife habitat	2	The shape of the stormwater management facilities could be designed with a natural curving shape provided they do not impact right-of-way acquisitions.			
36		3. Enhanced tree canopy – Cat III/IV trees on planted around crest of the pond slope at a maximum 30-feet spacing	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
37		4. Ornamental trees – Cat II trees interspersed on slopes for plant species diversity and increased color/blooms/fruits	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			

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38		5. Coordinated understory landscaping should be incorporated to meet multiple goals – increase the amount of vegetation above the normal planting levels. Increase biodiversity by incorporating plants that bloom across multiple seasons and provide diverse habitats for wildlife and insects. Plantings should be layered along the slopes to create multiple habitats and attractive embankments.	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
39		6. Floating wetlands- consider adding floating wetlands to the ponds to increase water quality and improve aesthetics	2	These features will be considered as the design progresses. If Fairfax County would like enhanced landscaping and buffers above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
40		7. Use of natural elements for soil stabilization – use rocks or other natural features for stabilizing soils and for riprap in-lieu-of broken concrete.	2	These features will be considered as the design progresses. If Fairfax County would like additional soil stabilization above what VDOT would normally provide, this should be maintained by Fairfax County and included in the stormwater management agreement.			
41	2A(1)	Along Richmond Highway between Jeff Todd Way and the Dogue Creek Bridge station 102+00 to 112+05, FCDOT is supportive of providing a shared use path on both sides of the road instead of separate cycle tracks and sidewalks. This modified cross-section is appropriate only for the section of Richmond Highway between Jeff Todd Way and the Dogue Creek bridge because this section transitions from the FHWA Route 1-Fort Belvoir project cross-section south of Jeff Todd Way which that has a shared use path and on-road bike lanes to the Dogue Creek bridge cross-section which also combines pedestrian and bike facilities. However, the 8' buffer for the shared use path should be measured from the back of curb to the edge of the shared use path. The plans currently measure the 8' buffer from the front of curb and thereby reduces the landscape amenity panel width to 7.5'. The 8' buffer should be measured from the back of curb to provide an 8'-wide landscape amenity panel. Where feasible, the 8' buffer should be reserved for future landscaping with minimal utility conflicts.	2	The shared use path between the Jeff Todd Way/Mount Vernon Mem. Hwy. intersection and the Dogue Creek bridge has been configured to provide an 8' grass buffer from the back of curb and face of path.	A		
42	2A(8)	The typical section on Sheet 2A(8) for Cooper Road proposes 4'-wide sidewalks, buffers that are 2.5' to 3' wide, and a 17.5'-18' wide receiving lane in the eastbound direction. Has the receiving lane been made extra wide to allow on-street parking? Additional research is needed on existing or proposed restriction to on-street parking for this section of Cooper Road. The sidewalk width should be 5' especially since Sacramento Drive and Cooper Road will be the future "livability spine" described in the Embark Comprehensive Plan Amendment. Pedestrian access route less than 5' in width excluding the curb require a Design Waiver IIM-LD-227 per A(1)-48 of the VDOT Road Design Manual.	1	4' sidewalk have been provided on both sides of Cooper Road to replace the existing facility and to eliminate additional right-of-way acquisition. A design waiver will be pursued. As the area redevelops under the Embark plan, wider sidewalks and buffers can be designed.	A		
43	2A(9), 9, 10	There is an active zoning case (7-11) at the northeast quadrant of Richmond Highway and Lukens Lane (i.e., 8631, 8629, and 8625 Richmond Highway). Coordination and collaboration between the zoning case and this project is encouraged to reduce conflicts.	2	Understood, design files have been shared with the parcel owner and coordination will continue as the design progresses.	A		

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44	2A(10)	Per the VDOT comment response dated 1/22/19, on-road bike lanes can be accommodated along the proposed curb-to-curb width of Frye Road. However, the typical section for Frye Road on sheet 2A(10) does not depict the on-road bike lanes. Please show the on-road bike lanes on the typical section for Frye Road. Two typical sections may be needed so that one shows the mid-block section and another that shows the section with the turn lanes. Please note that the bike lane on EB Frye Road should be to the left of the EB Frye Road right-turn lane and should be 5' wide next to the turn lane per page A(1)-21 of the VDOT RDM.	2	Bike lanes will be added to Frye Road.	A		
45	2A(11)	The typical section for Buckman Road (south) proposes no bicycle facilities. The Bicycle Master Plan recommends on-road bike lanes along Buckman Road. On-road bike lanes would be preferred over sharrows on the realigned Buckman Road (south) through the South County Government Center parking lot if right-of-way constraints allow them.	2	Bike lanes will be added to Buckman Road (South).	A		
46	2A(13), 24, 24(1)	The typical section for Mount Vernon Highway (opposite north Buckman Road) does not show any bike lanes. The County Bicycle Master Plan recommends an on-road bike lane along Mount Vernon Highway to connect to the on-road bike lane on north Buckman Road. FCDOT encourages the placement of on-road bike lanes on eastbound and westbound Mount Vernon Highway within the project limits similar to north Buckman Road. Per page A(1)-21 of the VDOT RDM, an on-road bike lane next to a turn lane should be 5' wide and typically placed to the left of the right-turn lane. Given Mount Vernon Highway will have dual right-turn lanes at Richmond Highway, please coordinate with FCDOT Bicycle Program Coordinator on how best to design the on-road bike lanes on the westbound approach.	2	Bike lanes will be added to Mount Vernon Highway.	A		
47	2A(13), 24, 24(1)	The typical section for Mount Vernon Highway (opposite north Buckman Road) only proposes sidewalk on one side of the road (i.e., north side of MVH). FCDOT recommends that sidewalk be provided on both sides of the side streets where feasible especially for higher functional classification side streets such as Mount Vernon Highway (i.e., urban collector).	2	Sidewalk has been proposed to be on both sides of Mount Vernon Highway.	A		
48	3	If the limits of this project allow, please realign the existing ramp on the southeast quadrant of Richmond Highway at Mount Vernon Memorial Highway to match the new proposed ramp at the northeast quadrant of the intersection. The goal is to have the crosswalk across Mount Vernon Memorial Highway (i.e., across the east leg of the intersection) line up with the proposed and existing ramps.	2	Pedestrian and cyclist ramp configuration to be analyzed as design progresses.	B		
49	4 - 22	DPWES Wastewater indicates that along Richmond Highway from STA 107+00 to 235+00, there would be an issue with sanitary sewer manhole operations and maintenance accessibility due to manhole access on the edge of the travel lane and future BRT lanes.	2	VDOT stated that relocation of the sanitary sewer main will occur on a case-by-case basis once further information is acquired. More information is anticipated by the UFI stage.	A		
50	4	DPWES Wastewater indicates that along Richmond Highway from STA 104+00 to 106+00, proposed 3+ feet of cut will impact existing sewer laterals from homes/businesses.	2	VDOT stated that relocation of the sanitary sewer main will occur on a case-by-case basis once further information is acquired. More information is anticipated by the UFI stage.	A		
51	4, 5, 8, 9	DPWES Wastewater indicates that along Richmond Highway from STA 108+00 to 122+00, STA 132+00 to 142+00, and any other bridge crossings, proposed 10+ feet of fill will create structural impacts on existing mains, manholes and sewer laterals from homes/businesses.	2	VDOT In Plan designer will address those concerns and follow PFM guidelines. It is acknowledged that manholes that are deep and surcharged due to loadings is an issue.	A		

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52	7(1)	The plans show an unchannelized right-turn from Sacramento Drive to the Woodlawn Shopping Center which is an improvement from the channelized right-turn design in the PIM#4 exhibits dated 10/29/18. Compared to channelized right-turn, the unchannelized right-turn design should slow turning motorists in this high pedestrian activity area which the FCDOT supports.	3	Understood, design along Sacramento will remain with an unchannelized right-turn.	A		
53	9	Please consider relocating stormwater management facility SWM-9 to another location outside of the Resource Protection Area (RPA) and the Woodlawn Community Business Center (CBC).	2	Overall SWM Strategy is under refinement. SWM-9 is located on a parcel where the buildings is impacted by roadway construction and the elevation change at North Fork of Dogue Creek creates access issues. These factors make it an ideal candidate for a stormwater management facility.	A		
54	13, 14, 14(1)	The County recommends shifting the SWM-13B to the northeast to allow the construction of a 4th leg to the intersection of Richmond Highway and Fyre Road. A four-leg intersection would improve access and circulation in this vicinity. The current design would create a right-in-right-out entrance to the large existing grocery store (BestWay Market) just northeast of the existing traffic signal of US 1 at Fyre Road. In the current design, motorists exiting the store headed south would be forced to turn right, travel 0.3 miles to make a U-turn at Radford Avenue and then travel 0.3 miles back passed the Fyre intersection. Providing a 4th leg to connect the grocery store to the intersection of Richmond Highway at Fyre Road would provide a direct access to a full-movement intersection. Providing a 4th leg would also benefit pedestrians walking to and from the grocery store. Also, the VDOT design leaves the commercial entrance spaced very close to the traffic signal in the influence area of the intersection which is undesirable for traffic operations and safety. Moving SWM-13B to the northeast would also reduce the limits of disturbance near the mobile home community on Greenleaf Street. In addition, a 4-leg intersection would provide better access to future development for which the Comprehensive Plan Amendment (Area IV, p. 177-179) may provide guidance.	2	SWM 13B provides a significant contribution to meeting the water quality and quantity control needs for the project (Dogue Creek). SWM 13B is currently located at the low point of the roadway and shifting the basin to the North would create grade issues for the pond outfall. Furthermore, moving the pond to the north would impact an additional parcel currently not identified as being a ROW take.	C		
55	16, 16(1)	The plans propose closing off access between south Buckman Road and Richmond Highway at Radford Avenue by constructing a cul-de-sac on Buckman Road. The plans show that the signalized intersection of Richmond Highway and Radford Avenue will still provide a fourth leg to access the apartment complex on the northwest side of the intersection. Please ensure that the intersection and cul-de-sac designs can accommodate Fire & Rescue trucks or rigs, VDOT snow plowing trucks, and school buses.	2	Intersection and cul-de-sac will be designed to accommodate emergency vehicles, VDOT snow plowing trucks, and school buses.	A		
56	17	The plans propose closing off access between Washington Avenue and Richmond Highway at Mohawk Lane by constructing an alternative (branch) turnaround on Washington Avenue. Please ensure that the alternative turnaround designs can accommodate Fire & Rescue trucks or rigs, VDOT snow plowing trucks, and school buses (if on a school bus route).	2	Intersection and cul-de-sac will be designed to accommodate emergency vehicles, VDOT snow plowing trucks, and school buses.	A		

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57	18	Further coordination is needed with County's DPWES Public Private Partnerships team that is developing the Master Plan for the Original Mount Vernon High School (OMVHS). Items requiring coordination include the placement of the two interpretive signs for the OMVHS per the conditions in the VA Department of Historic Resources (DHR) No Adverse Effect determination. Another item requiring coordination is the project's impact to the existing bus loop. The plans currently preserve the bus loop after removing the perpendicular parking in the bus loop. Coordination is needed between stakeholders of the OMVHS to determine if this configuration is best or if modifications should be made.	2	Understood, interpretive sign placements and bus loop design will require further coordination.	A	
58	18(1)	FCDOT is concerned about the plan's proposal to place three SWM facilities in the South County Government Center parking lot which will result in significant parking loss which is much greater than what was shown at PIM#4 on 10/29/18. Sheet 18(1) shows an surface stormwater facility SWM-18B which will cause parking loss in the ultimate and temporary construction phase northeast of the realigned Buckman Road. Sheet 18(1) shows an underground stormwater facility SWM-18A southwest of the realigned Buckman Road which would cause at least temporary parking loss during the construction phase. Sheet 16(1) shows a surface stormwater facility SWM SWM-16 immediately southeast of the proposed cul-de-sac on Buckman Road which will cause parking loss in the ultimate and temporary construction phase. Further coordination and collaboration is needed between VDOT and the County on the stormwater management strategy at the SCGC to make the parking impacts more manageable.	1	SWM options at the SCGC have been revised. The underground detention facility has been removed and water quantity provided within SWM-18. SWM-16 has been eliminated and SWM-18 has been expanded to optimize the space available to the northeast of realigned Buckman.	A	
59	19(1)	Would the property owners along Russell Road between Station 81+50 to Station 85+00 support the consolidation of any of the 6 driveway entrances to improve traffic safety (e.g., reduce conflict points between vehicles and pedestrians)?	2	Consolidation of driveway entrances can be discussed with the property owner during right-of-way negotiations.	B	
60	20	Did the preliminary noise study contemplate removal of the 8-foot high serpentine wall adjacent to the Mount Zephyr/Vernon Heights townhome community? If the serpentine wall will be removed, VDOT should work with the adjacent townhome community to develop a design that integrates noise mitigation strategies with the proposed retaining wall and potential replacement of the existing wall and landscaping.	2	The preliminary noise study included the removal of the 8-foot high serpentine wall. The cost of the brick wall and landscaping will be compensated if it is impacted during the right-of-way phase. The homeowners association can choose to replace the wall and landscaping if desired.	A	
61	26	The Special Permit Plat for Costco (SE 2010-LE-025) approved in 2011 assumed that a 4' high retaining wall would be used along a portion of Costco's Richmond Highway frontage to accommodate the ultimate six-lane cross-section of Richmond Highway. VDOT is encouraged to evaluate the feasibility of using a retaining wall along Costco's Richmond Highway frontage to facilitate the ultimate cross-section with potentially reduced property impact per sheet 16 of 24 of the Special Exception Plat (SE 2010-LE-025). Costco has an active zoning case to add fueling stations to this location. Continued coordination on the zoning case is encouraged.	2	A retaining wall is proposed along the Costco frontage to reduce property impacts. Continued coordination on the zoning case is planned.	A	

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62	DPH Drainage & SWM Report - General	County staff has concerns about dividing the site into smaller sub-areas and conducting independent outfall analysis for each. This methodology may under-represent the impact of the total site area to the receiving channels and requires further consideration by VDOT and the designer. Is this the correct application of the Part IIB water quantity criteria? Two examples are outlined in the next two comments. While the SWM information in this VDOT project is not under the review of the County's Land Development Services (LDS), LDS and DPWES may be helpful in synthesizing technical SWM information from VDOT and relaying explanations to the rest of the County staff.	3	VDOT's interpretations for Part IIB are being applied to this project. DEQ confirmed VDOT's interpretation of the standards being applied in an email to Fairfax County DPWES on April 18, 2019	C		
63	DPH Drainage & SWM Report - General	Related to the previous comment, the LHC-2 set of outfalls exceed 1% of the drainage area in the creek at that point. This proposal is to analyze the site at three separate points in the LHC-2 area. At a minimum, LHC-2-N and LHC-2-E, which discharge on opposing sides of Little Hunting Creek from each other, should be considered as a single contributing drainage area for establishing water quantity requirements. It also appears correct to include LHC-2 S in that contributing drainage area. 9VAC25-870-66.B.4 requires review to a limits of analysis where "based on land area, the site's contributing drainage area is less than or equal to 1.0% of the total watershed area." The site's contribution to Little Hunting Creek where the creek leaves the site should be the sum of all LHC-2 drainage areas, which results in inclusion of the natural channel in the site area and limit of analysis	3	VDOT's interpretations for Part IIB are being applied to this project. DEQ confirmed VDOT's interpretation of the standards being applied in an email to Fairfax County DPWES on April 18, 2019	C		
64	DPH Drainage & SWM Report - General	Related to the previous comment, a similar review should be applied to the North Fork of Dogue Creek. TDC-1 SE, TDC-1 NW, and TDC-2 all separately have a limits of analysis that is not in the natural channel of North Fork Dogue Creek. The site's total contributing drainage area to the creek at the most downstream of these (TDC-1 SE) is the sum of all 3 site sub-areas, and exceeds 1% of the watershed area at that point. It may be inappropriate to consider these areas separately and instead that the total contributing site area to the North Fork of Dogue Creek at TDC-1 SE should be considered.	3	VDOT's interpretations for Part IIB are being applied to this project. DEQ confirmed VDOT's interpretation of the standards being applied in an email to Fairfax County DPWES on April 18, 2019	C		
65	DPH Drainage & SWM Report - General	9VAC25-870-69 allows use of off-site credits if a site meets certain criteria. Some of these criteria relate to site area. The text of the drainage analysis breaks the site into the PL27 and PL28 drainage areas and then treats those parts of the site as separate site for the purpose of determining the PL28 portion of the site may purchase all of their water quality requirements with credits. This may be an incorrect application of site area for this code. The eligibility for purchasing nutrient credits should be based on the entire disturbed area, not separately applied to the PL28 and PL27 drainage areas, which would disallow purchasing 100% of the nutrient reduction requirement in the PL28 watershed.	2	Water Quality requirements were developed in accordance with VDOT Drainage Manual 11.4.1 (6), which states: 6) Where a project drains to more than one 6th Order Hydrologic Unit Code (HUC), the pollutant load reduction requirements shall be applied independently within each HUC unless reductions are achieved in accordance with a comprehensive watershed SWM plan. DEQ confirmed VDOT's interpretation of the standards being applied in an email to Fairfax County DPWES on April 18, 2019	C		
66	DPH Drainage & SWM Report - General/ Plan Sheet 9	A large existing SWM facility is depicted along the North Fork of Dogue Creek southeast of the proposed North Fork of Dogue Creek bridge around Station 137+00. The area is largely wooded. How does this existing SWM facility relate to this project?	3	Overall SWM Strategy is under refinement. The existing facility is a conservation buffer area. The land cover change is being accounted for in the water quality runoff reduction calculations.	A		

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		Name: AJ Hamidi Discipline: FCDOT with Input Multiple Departments Date: 2/12/19		Name: Discipline: Date:		Name: Discipline: Date:
		By VDOT Reviewer 1. Requirement 2. Recommendation 3. Clarification	Code	By VDOT PM in Conjunction with Design Originator A. Agree with Comment (Document Will Be Revised) B. Comment To Be Evaluated (by Whom) C. Disagree with Comment (Provide Justification)	Code	By the VDOT PM (for Virginia-Owned Roadways) By the Locality PM (for Locality-Owned Roadways)
67	DPH Drainage & SWM Report - General	Which SWM facilities are being proposed and which have been removed from the plans. For example, Appendix D (and Appendix G, although it's not clear) indicates that all of the ponds that had been proposed west of Frye Road (and a few to the east) are no longer being proposed, yet Appendices F and H identify all of the previously-proposed facilities. The assumption from Table 1 is that the facilities in question are being deleted from consideration and that Appendices F and H are out of date (as they relate to stormwater). Is that correct?	3	Overall SWM Strategy is under continued refinement. Until a final configuration is agreed to between VDOT and FCDOT, all of the identified facilities remain as candidate sites.	A	
68	DPH Drainage & SWM Report - General	Does the lack of any proposed SWM facilities west of Frye Road cause concern about potential adverse impacts to Dogue Creek and the North Fork of Dogue Creek, given an increase in impervious cover that is evident from a comparison of Drainage Report Appendices E (pre-development land cover) and F (post-development land cover)?	3	All SWM requirements are being met on a per HUC basis, as is required by state regulations.	C	
69	DPH Drainage & SWM Report - General	One of the remaining proposed SWM facilities (25C) would extend into the RPA. If this area would not need to be cleared to support the project, can the facility be relocated outside of the RPA? If not, can it be designed to augment the ecological functions provided by the RPA?	3	Majority of SWM-25C is located on the existing roadway bed of Mt. Vernon Highway, not within an area that would function as a natural RPA condition today.	C	
70	DPH Drainage & SWM Report - General	Comparing Appendices E and F in the Drainage Report, what is the purpose of the extensive amount of clearing of forest cover proposed along Dogue Creek, even a considerable distance north of the highway?	3	Areas around proposed Dogue Creek bridge are being evaluated for potential stream restoration and excavation of upland areas to provide floodplain reconnection opportunities.	A	

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71	Health - South County GC	<p>The Fairfax County Health Department operates an Adult Day Health Center on the first floor of the Gerry Hyland Government Center. Clients of the Center are primarily elderly adults who have dementia. We are required by state licensing to have outdoor area for older adults, cited in Virginia code 22 VAC 40-60-440 – Maintenance of Buildings and Grounds. We have a number of concerns regarding the plans for widening the Route 1:</p> <ol style="list-style-type: none"> 1. It appears that the patio used for this purpose will be significantly impacted or eliminated entirely during construction. The majority of the patio is located on the side of the building facing Richmond Highway; our staff use the side entrance (south) to enter and exit the facility. 2. The portion of the patio that would be left on the south side of the building would not be sufficient to meet our needs nor would it meet code requirements. As stated above, we are required to have a safe, accessible outdoor space available to our clients at all times. We need to ensure they have such a place during all phases of the project. We are also concerned about the health of older adults with respiratory issues being exposed to particulate matter during construction, as well as pollution caused by close proximity to high volumes of traffic. 3. We would like to discuss alternative locations and/or the resources necessary to establish a new patio that is 1) accessible for frail elders and 2) strategically sited so they are not directly exposed to pollution from construction or vehicle traffic. We have some suggestions and questions regarding the replacement patio: <ol style="list-style-type: none"> a. There is room on the south side of the building to expand the outdoor area for the Adult Day center. As part of that, we would like to ensure a secure walkway from the side and back entrances. b. Will VDOT or FCDOT build or pay for the alternate space? We are happy to work with our team to estimate the costs. c. We have learned that NCS has tentative plans to put an Early Childhood Development Program Center on the first floor of the Gerry Hyland Government Center. They will also be required to have an outdoor space for children to play. This could be a shared space between Adult Day and NCS, but increases the need to ensure that the new space is safe and secure for all ages, and located away from the direct impacts of traffic pollution. 	2	<ol style="list-style-type: none"> 1. We believe that the proposed design will allow the patio to be retained, with little or no reconfiguration. 2. Again, we believe that the proposed design will allow the patio to be retained with little or no reconfiguration. Construction means will be required to control dust and other hazardous materials in accordance with applicable laws. The proposed widening does not anticipate an increase in pollution as a result of increased traffic; it is expected that pollution levels will be consistent or better than a no-build condition due to less vehicular delay. <ol style="list-style-type: none"> 3a. Again, we believe that the patio will be retained with the proposed road widening. 3b. VDOT right of way agents will contact the building owners to negotiate right of way acquisition and payment for property damages; VDOT does not typically rebuild private property features. 3c. We are unaware of any plans for improvements within the property. This issue should be discussed with the VDOT right of way agents. Bus stop provisions will be addressed as the design progresses. We expect that features similar to those present today will be included in the relocated bus stops. Also, this project construction anticipates that a new bus rapid transit line will be constructed soon after the road construction that will provide additional stations for a high quality, faster bus system with stations at the Government Center property. The proposed improvements will include safe features for pedestrians to cross the road. 	A	
72	Health - South County GC	<p>The Health Department operates a total of three facilities in the Gerry Hyland Government Center: Adult Day Health (1st floor); Community Health Care Network clinic (2nd floor); and a Community Health Clinic (3rd floor). Of particular concern for our clinic visitors is access by public transportation. We would like assurance of the following:</p> <ul style="list-style-type: none"> • Continued presence of covered bus stops on both sides of Richmond Highway during all phases of the project. • Enhanced safety features in place to ensure safe crossings to/from the GC during all phases of the project. 	2	Existing bus shelters locations will be evaluated to maintain them or provide temporary bus shelters throughout construction. Crosswalks and pedestrian signals will be maintained at the Richmond Highway/South County Government Center throughout construction.	B	

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73	Health	Traffic safety, particularly for pedestrians and other vulnerable road users, is a critical public health issue in Fairfax County. Rates of pedestrian injury and death are higher in the Richmond Highway corridor than any other part of the county. The Health Department supports efforts for increased pedestrian safety, mobility and access. Specific concerns include: <ul style="list-style-type: none"> • Access to community resources is a public health issue. The installation of a traffic signal is necessary at 8588 Richmond Highway to provide safe crossing. In this location, a signal will ensure reliable access to key community amenities – the post office and nearby elementary school – and prevent unintentional injury and death. • Access to public transportation is a health issue. Maintaining reliable transit service, including bus shelters, should be a priority during construction. • Vehicle speed is a public health issue. The Health Department recommends designing for and operating at a slower speed limit of 35mph throughout the Richmond Highway corridor. With lower speeds, it is possible to have narrower lane widths, which allow for shorter, faster crossings by pedestrians. We are concerned the vast width of a six-lane highway will make the facility less accessible for any person who is not fully able bodied, such as older adults, people with disabilities, children, or anyone carrying a load (e.g. grocery cart). 	2	Other Impacts (not enumerated): <ul style="list-style-type: none"> - Traffic signals will be installed at all full intersections, and will include pedestrian signals for safe crossings. - Transit service is included in the project. - The road is designed per VDOT standards for this classification of road, including a 45 mph design speed and minimum 11' lanes. After construction, a speed study may be undertaken to determine if a lower posted speed limit is warranted. While the road will be wider, with additional lanes, provisions including pedestrian signals and median refuge islands will be included to improve the pedestrian safety on the road. - pedestrian signals will be timed for safe crossings. 	A		
74	5	County requests coordination on floodplain modifications at bridge crossings for Dogue Creek Bridge- Explore cutting additional floodplain along the right streambank (looking downstream) and using the cut material to fill in the old channel. Provide in-stream grade control structures to stabilize Dogue Creek immediately downstream of Richmond Highway	2	VDOT agrees that the existing stream location should be corrected since the failure of the stormwater management structure adjacent to 8800 Richmond Hwy. The stream should be straightened to eliminate the two ninety degree bends along with the associated erosion. This request is being made of the 8800 Richmond Hwy development currently being reviewed and permitted by the County. VDOT would perform natural channel design as required by the hydraulic analysis of the bridge crossing and will provide a stable channel as needed for the project.	B		
75	8,9	County requests coordination on floodplain modifications at bridge crossings for North Branch of Dogue Creek culvert- Take into account any proposed culvert improvements and provide in-stream grade control structures to stabilize the North Branch of Dogue Creek immediately downstream of Richmond Highway	2	VDOT will consider these recommendations as design progresses. These suggestions appears to be beyond VDOT design approach, hence any cost, schedule and scope of work in excess of VDOT requirements, will be discussed with Fairfax County and final decisions will be made after those discussions.			
76	25	County requests coordination on floodplain modifications at bridge crossings for Little Hunting Creek Bridge- Modifications should include analysis of potential impacts to the upstream and downstream sections of Little Hunting Creek and proposed mitigations such as in-stream grade control structures and bank stabilization using natural channel design techniques	2	VDOT will consider these recommendations as design progresses. These suggestions appears to be beyond VDOT design approach, hence any cost, schedule and scope of work in excess of VDOT requirements, will be discussed with Fairfax County and final decisions will be made after those discussions.			

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78	8,9	Provide a safety handrail on the eastbound side of the Richmond Highway culvert over the North Branch of Dogue Creek	2	A safety handrail will be provide in accordance with VDOT requirements.	A	
80	18-1,18-2	Use the proposed roundabout at South County Center for stormwater management- Drain runoff from the road into the roundabout and create a bioretention area. Note 6.3.11.4 Drainage section (page 167) in Roundabouts: An Informational Guide by the Federal Highway Association allows placing inlets in the central island. See attached FX County SWM Recommendations for additional information	2	Placement of stormwater management in the center of the roundabout is a safety concern for errant vehicles and overtracking trucks.	C	

Letters

Name		Comments	Responses
Henrietta Hervey	(1 of 2)	<p>This letter is in reference to the Richmond Highway Corridor Improvements from Jeff Todd Way to Sherwood Hall Lane. I live in the Mount Zephyr Commons Subdivision at 4241 Sonia Courtt Alexandria, VA (Lot 38). My lot abuts the existing storm water management pond.</p> <p>I am still in agreement to the points made in my letters of 11 May 2017 (to Mark Gibney), 7 April 2018 (to William Dunn)t and 4 December 2018 (to Dan Reinhard).</p> <p>At the March 26, 2019 Design Public Hearing I saw that the temporary construction line that previously had been showing running through the middle of the Mount Zephyr Commons detention pond had now been moved to the upper edge of the detention pond on the Rt. One side of this pond. This line movement is greatly appreciated and goes a long way to eliminate the fears residents had about this area when it rains.</p> <p>Your staff and you have heard loud and clear about Mount Zephyr Commons's curving brick fence. Not only does this brick wall add beauty to my community and others traveling Route One, it also provides my community an element of security. I would like to strongly emphasize two points about the fence area.</p> <p>My first emphasis is that VDOT leave Mount Zephyr Commons enough space for the association to rebuild a brick wall between the detention pond which is on Mount Zephyr Commons's common property and the future right-of-way. This would enable the association to continue to provide an attractive area along Richmond Highway and let the association keep the security that the present fence provides.</p> <p>My second emphasis is security. The to be demolished brick wall, which we all paid for when we bought our homes, does provide an element of security to the community. People in my community have a great concern that after the brick fences is torn down and in the years of construction, we will loose this element of security. Therefore we strongly request that VDOT erect a temporary chain length fence which would cover any destroyed fencing areas when any Mount Zephyr Commons's walls are destroyed. This fencing should be high enough that people can not jump over. This would also be a safety feature when the detention pond fills with rain water.</p>	<p>The concerns of the homeowners at Mount Zephyr Commons are understood and appreciated. The design team has reviewed the impacts on the common property and has worked to minimize the impacts. Due to the location of the pond adjacent to the proposed right of way, there will be limited room for reconstruction of the wall. Please ensure that the wall removal and both short-term and long-term security concerns are brought up by the homeowners association when the right-of-way agent makes contact with them.</p>
	(2 of 2)	<p>I have had the chance to chat with a person involved in the road paving industry. In telling him about what was going to occur behind my house, he asked if I had heard about paving materials used to reduce road noise. I had not. He sent me three articles to read: "Turning the volume down" from Asphalt Magazine, "Quiet Pavement" from Asphalt Pavement, and "Quiet Pavement" from Asphalt Roads. I am including a copy of these articles. The article, Turning the Volume Down states that VDOT has done work with paving methods to reduce highway noise. With the number of present dwelling that will be effected with Richmond Highway being built closer to their homes and the future plans for dwellings along Richmond Highway, I think that now is the time to look at this noise reducing paving method and strongly suggest and urge VDOT to do this. I would like to see it done. I realize I am fortunate to have the detention pond between my home and the highway but many are not as fortunate as I am. So please work on this.</p> <p>Sincerely, Henrietta F. Hervey</p>	<p>This project will utilize asphalt mixes approved by VDOT Cental Office.</p>
Raja'a Satouri, MD	(1 of 2)	<p>SUBJECT: Fairfax County Health Department Comment on Richmond Highway Widening from Napper Road to Jeff Todd Way</p> <p>Impacts at Gerry Hyland Government Center</p> <p>The Fairfax County Health Department operates an Adult Day Health Center on the first floor of the Gerry Hyland Government Center. Clients of the Center are primarily elderly adults who have dementia. We are required by state licensing to have outdoor area for older adults, cited in Virginia code 22 VAC 40-60-440 — Maintenance of Buildings and Grounds. We have a number of concerns regarding the plans for widening the Route 1:</p> <ol style="list-style-type: none"> 1. It appears that the patio used for this purpose will be significantly impacted or eliminated entirely during construction. The majority of the patio is located on the side of the building facing Richmond Highway; our staff use the side entrance (south) to enter and exit the facility. 2. The portion of the patio that would be left on the south side of the building would not be sufficient to meet our needs nor would it meet code requirements. As stated above, we are required to have a safe, accessible outdoor space available to our clients at all times. We need to ensure they have such a place during all phases of the project. We are also concerned about the health of older adults with respiratory issues being exposed to particulate matter during construction, as well as pollution caused by close proximity to high volumes of traffic. 3. We would like to discuss alternative locations and/or the resources necessary to establish a new patio that is 1) accessible for frail elders and 2) strategically sited so they are not directly exposed to pollution from construction or vehicle traffic. We have some suggestions and questions regarding the replacement patio: <ol style="list-style-type: none"> a) There is room on the south side of the building to expand the outdoor area for the Adult Day center. As part of that, we would like to ensure a secure walkway from the side and back entrances. b) Will VDOT or FCDOT build or pay for the alternate space? We are happy to work with our team to estimate the costs. c) We have learned that NCS has tentative plans to put an Early Childhood Development Program Center on the first floor of the Gerry Hyland Government Center. They will also be required to have an outdoor space for children to play. This could be a shared space between Adult Day and NCS, but increases the need to ensure that the new space is safe and secure for all ages, and located away from the direct impacts of traffic pollution. 	<ol style="list-style-type: none"> 1. We believe that the proposed design will allow the patio to be retained, with little or no permanent loss of space. Some reconstruction may be required for grade differentials. 2. Again, we believe that the proposed design will allow the patio to be retained with little or no permanent loss of space. Some reconstruction may be required for grade differentials. <p>Construction means will be required to control dust and other hazardous materials in accordance with applicable laws. The proposed widening does not anticipate an increase in pollution as a result of increased traffic; it is expected that pollution levels will be consistent or better than a no build condition due to less vehicular delay.</p> <ol style="list-style-type: none"> 3a. Again, we believe that the patio will be retained with the proposed road widening. 3b. Please ensure that concerns about the patio are brought to the VDOT right-of-way agent's attention when they makes contact with Fairfax County in the right-of-way process. 3c. We are unaware of any plans for improvements within the property. This issue should be discussed with the VDOT right of way agents.

Name	Comments	Responses
	<p>(2 of 2) In addition, the Health Department operates three facilities in the Gerry Hyland Government Center: Adult Day Health (1st floor); PublicHealth clinic (211(2nd floor); and a Community Health Care Network clinic (3rd floor). Safe, protected access to public transit is a particular concern for our clinic visitors. We would like assurance of the following:</p> <ul style="list-style-type: none"> - Continued presence of covered bus stops on both sides of Richmond Highway during all phases of the project. - Enhanced safety features in place to ensure safe crossings to/from the Government Center during all phases of the project. <p>Other impacts along Richmond Highway</p> <p>Traffic safety, particularly for pedestrians and other vulnerable road users, is a critical public health issue in Fairfax County. Rates of pedestrian injury and death are higher in the Richmond Highway corridor than any other part of the county. The Health Department supports efforts for increased pedestrian safety, mobility and access. Specific concerns include:</p> <ul style="list-style-type: none"> - Access to community resources is a public health issue. The installation of a traffic signal is necessary at 8588 Richmond Highway to provide safe crossing. In this location, a signal will ensure reliable access to key community amenities — the post office and nearby elementary school — and prevent unintentional injury and death. - Access to public transportation is a health issue. Maintaining reliable transit service, including bus shelters, should be a priority during construction. - Vehicle speed is a public health issue. The Health Department recommends designing for and operating at a slower speed limit of 35mph throughout the Richmond Highway corridor. With lower speeds, it is possible to have narrower lane widths, which allow for shorter, faster crossings by pedestrians. We are concerned the vast width of a six-lane highway will make the facility less accessible for any person who is not fully able bodied, such as older adults, people with disabilities, children, or anyone carrying a load (e.g. grocery cart). - Light timing can impact safety. Crossing phases should be timed to allow for people of all abilities to cross safely, ensuring that older adults, children, and people with disabilities are able to stay out of harm's way. <p>Fairfax County Health Department Deputy Director of Medical Services</p>	<p>3c. (cont.) Provisions for bus shelters and service should be coordinated with Fairfax County Department of Transportation (FCDOT). The proposed improvements will include safe features for pedestrians to cross the road and the project will create a maintenance of traffic plan for construction to maintain access at all times.</p> <p>Other Impacts (not enumerated):</p> <ul style="list-style-type: none"> - The project team has proposed a signal at 8588 Richmond Hwy, which will be installed if the appropriate approvals can be obtained. - The project team will work closely with FCDOT to maintain as much transit service as possible during construction. -The speed limit will remain 45 MPH. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. The lanes will remain 11' wide. While the road will be wider, with additional lanes, provisions including pedestrian signals and median refuge islands will be included to improve the pedestrian safety on the road. - pedestrian signals will be timed for safe crossings.
<p>Senator Scott A. Surovell</p>	<p>(1 of 2) Dear Mr. Dunn:</p> <p>Please find enclosed over 300 signatures urging VDOT to install bicycle and pedestrian underpasses at Little Hunting and Dogue Creek. We joined a team of volunteers to canvass neighborhoods around the affected sites to gather these petitions signatures. We also solicited petition signatures online through social media and email. The residents who signed on to this initiative are well-informed and their request deserves VDOT's close attention.</p> <p>You may add these supporters to the overwhelming support included with a December 2017 letter. At that time, three quarters of the 112 respondents to an online survey indicated that they would support underpasses for pedestrians and bicycles. DMV reports that this stretch of highway is the deadliest for pedestrians in Fairfax County. Many people are already crossing the road and need an avenue to do so safely. The proposed underpasses will offer many benefits including:</p> <ul style="list-style-type: none"> - Providing bike and trail access from Mt. Vernon Trail to countywide trail network. - Providing a safe path for children and families to use fields and community amenities on each side of U.S. 1. -Allowing children from Audubon to safely cross U.S. 1 to access Gum Springs Community Center, Martin Luther King Jr. Park and free pool in Gum Springs, and George Washington Recreation Center. - Allowing children from Gum Springs to safely access Huntley Meadows Park - Allowing Gum Springs Residents to safely access Costco and Wal-Mart on foot - Allowing residents in the 22309 zip code to safely access pedestrian trails, biking trails, park resources on west side of U.S. 1 including Jackson M. Abbitt Wetland Refuge 	<p>Comments from citizens are noted.</p>
	<p>(2 of 2) We ask that you ensure the underpasses are designed to be safe and readily accessible. Both need to have a cut along the bottom of the ramps for stairs so that pedestrians are not dissuaded by long ramps. Lighting, cameras, and other best practices should be implemented to protect users from crime and other potential hazards.</p> <p>Most importantly, it is important to evaluate this issue as a long-term solution. Twenty years from now, the U.S. 1 Corridor is going to have much higher densities and a robust pedestrian and cycling infrastructure as called for by the Embark Comprehensive Plan Update. We must properly construct these major elements of the project now when it is most efficient, including undergrounded utilities, to minimize taxpayer expense and disruption in the long-term as the corridor continues to develop. Please do not focus on short-term analyses assuming present development conditions will continue indefinitely. Please let us know if you have any questions or need any further clarification.</p> <p>Sincerely, Senator Scott A. Surovell 36th District</p> <p>Delegate Paul E. Krizek 44th District</p>	<p>If the decision is made to implement pedestrian underpasses, design features will consider safety. Fairfax County is evaluating the possibility of undergrounding the utilities.</p>

Name	Comments	Responses
Stewart Schwartz (Coalition for Smarter Growth)	<p>(1 of 6)</p> <p>April 26, 2019</p> <p>Virginia Department of Transportation</p> <p>Re: Redesign requested for proposed Richmond Highway (Route 1) expansion from Jeff Todd Way to Sherwood Hall Lane</p> <p>Encl: (1) Design for Rockville Pike (2) CSG letter to Arlington, Alexandria, and NVTC re advanced TSP</p> <p>Dear VDOT: We appreciate your support for a multimodal Richmond Highway incorporating bus rapid transit, protected bikeways, and expanded sidewalks. However, we have significant concerns about the proposed crosssection and the negative impact it will have on pedestrian crossings, speed and safety, and the county's goal of an urban, walkable, mixed-use community. We urge important design changes.</p> <p>The proposed cross-section is simply too wide and the design speed too high. It appears that moving cars at higher speeds is a goal which is superseding all other goals and roles for what local residents consider their "main street." The wide, high-speed design will undermine the county and community goals for a walkable, urban, more livable, mixed-use, transit-oriented community. Therefore, we urge you to:</p> <ol style="list-style-type: none"> 1) Physically design the road for a 35 mph (not 45 mph) design speed 2) Narrow the lanes 3) Shrink the median to 48 feet 4) Reduce pedestrian crossing distances, maximize visibility of crosswalks, and ensure adequate number of crossing locations, particularly in highly-populated and transit-oriented development locations. Block lengths should be no more than 400-600 feet and in rarer cases (outside of the TOD areas) absolutely no more than 800 feet. 	<p>Responses to enumerated comments:</p> <ol style="list-style-type: none"> 1. The speed limit will be posted at 45 mph after construction. 2. For 45 mph, GS-5 standard, the lane width of 11' (as designed) is required. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. 3. The proposed 54' median has been specified by Fairfax County as needed to make provisions for the future BRT. 4. Crossing distances will be minimized wherever possible while meeting project requirements; visibility will be evaluated to determine if high visibility crosswalks are warranted. Fairfax County regulates future land use. Block lengths cannot be addressed with this project.
	<p>(2 of 6)</p> <ol style="list-style-type: none"> 5) Eliminate double left-hand turns 6) Factor in, design, and construct parallel road connections wherever possible 7) Ensure two-way cycle tracks on both sides of the road 8) Ensure that buildings are built to the sidewalk, with cycle tracks directly adjacent to the sidewalk, and an approximately 5-foot tree buffer next to the road – wide enough for safety with a 35-mph design speed and sufficient to support healthy tree growth 9) Ensure no high-speed right turns and bring the cycle tracks and crosswalks for sidestreets closer to the intersection corners to ensure visibility of bicyclists to turning drivers 10) Further evaluate the underpasses with all stakeholders to address the needs and concerns of local residents, bicyclists, pedestrians, and conservation experts. <p>We have closely reviewed the proposed design and compared it to the Metroway/Route 1 cross-section in Alexandria, the experience in Tysons Corner, and recent initiatives by Maryland State Highway Administration to make their urbanizing arterial roads safer. The expansion of Route 123 and Route 7, use of double-left turn lanes and other car-focused features is undermining the goals of the Tysons plan and dividing this urban center because it discourages pedestrian crossings. It is resulting in eight separate islands of TOD rather than a unified community. Meanwhile, in Maryland, the State Highway Administration has adopted a policy to reduce speeds on urbanizing arterials like Georgia Avenue to 25 mph in some locations, 35 mph in others, to narrow lanes to 10 feet (instead of 12 or 11), and to undertake other traffic calming measures.</p> <p>A. Comparing Alexandria Metroway to VDOT Route 1 BRT design</p> <p>Alexandria's Metroway: The design includes 23-24 feet for the BRT pavement and 12-foot buffers on each side = 48 feet. Alexandria inserts single left-hand turn lanes into the 12-foot buffer space.</p>	<ol style="list-style-type: none"> 5. Dual left turn lanes on Richmond Hwy have been eliminated to the extent practical. Within the project limits, there are currently two new locations where dual left turn lanes are proposed: SB at Mount Vernon Highway (near Little Hunting Creek) and NB at Frye Road. The design team is currently working with VDOT Central Office on a strategy to remove the NB dual left at Frye Road, but this is still in discussion and not yet confirmed. 6. Existing developments render it impactful to construct parallel road connections now. 7. One-way bike cycle tracks way are currently proposed on both sides of Richmond Highway. Two-way bike ways are under evaluation. The Embark Comprehensive Plan calls for one-way directional cycle tracks. We will review this comment and consult with the Fairfax County to see if a configuration can be developed that's acceptable to Fairfax County stakeholders. 8. Building locations are not the responsibility of VDOT - this matter needs to be addressed to Fairfax County. Each space behind the curb has a specific purpose and dimensions may be adjusted to suit the project needs. 9. VDOT and Fairfax County are working together to ensure that hazards of right turn conflicts with bicyclists are mitigated. Among these strategies is to minimize curb return radii and to NOT install right turn lanes along Richmond Highway, except at essential locations (Buckman Road/Mount Vernon Highway is the only location). 10. Underpasses at Dogue Creek and at Little Hunting Creek are currently under consideration. <p>-Comparing Alexandria Metroway to VDOT Route 1: VDOT is implementing the BRT median design adopted by Fairfax County. Comments on this matter need to be addressed to FCDOT.</p>

Name	Comments	Responses
(3 of 6)	<p>VDOT Route 1: Your design appears to show a 29 feet right-of-way for BRT (5-6 more feet for BRT than in Alexandria) + 16 feet of additional land + 2 feet curb = 47 feet. But to this is added an 11-foot turn lane, for a total of 58 feet compared to 48 feet in Alexandria. The additional buffer is likely where you propose to insert an additional left-turn lane, but we strongly discourage the use of double-left turn lanes.</p> <p>It appears that you increased the buffer for the cycle tracks to 8 feet from the 5.5 feet originally proposed. We believe this wider buffer is being forced by your 45-mph road design speed. Reducing the physical design speed will allow for a smaller buffer.</p> <p>The 11-foot lane widths are an improvement over 12-foot wide lanes and we thank you. However, we urge you implement 10-foot lanes. We've also seen some designs where the inner most lane and left turn lanes are 10 feet, the middle lane 11 feet and the outer lane about 13 feet including the drain pan, allowing for local buses.</p> <p>B. Speed Alexandria's Route 1 posted speeds have been reduced from 35 mph to 25 mph. The Maryland State Highway Administration is starting to tame its arterials, reducing lane widths and speeds on Georgia Avenue (from 45 to 35 mph and from 35 to 25 mph), in addition to reducing lane widths to 10-feet and adding other traffic calming measures. See media story here.</p> <p>It is not sufficient for VDOT to simply post the speed for 35 mph. The physical design must ensure 35 mph driving. While we know that some residents opposed a speed reduction a number of years ago, residents today recognize the benefits of a safer street and one that supports transit-oriented development. In addition, rush hour speeds certainly are not surpassing 35 mph today. Traffic signal timing can also be used to support smoother flow (see comments about advanced Transit Signal Priority below).</p> <p>C. Double left turns We request elimination of double left-hand turn lanes, which make the road wider and less safe for pedestrians to cross. Double left-hand turns are undermining the walkable, urban plan for Tysons.</p>	<p>- The median width is as directed by Fairfax County for the proposed BRT.</p> <p>- The wider buffer is not being driven by 45 mph design speed - the wider buffer was requested by Fairfax County for the purpose of landscaping.</p> <p>- This road is an "Urban Principal Arterial" with a design speed of 45 mph. This requires a minimum of 11-foot wide lanes. Due to the arterial function of the road and the projected traffic volume in excess of 53,000 vpd, the design speed and lane widths are warranted.</p> <p>- The speed will remain 45 mph after construction. After construction and as redevelopment occurs the speed can be reevaluated.</p> <p>- See response above regarding dual left-turn lanes.</p>
(4 of 6)	<p>D. Cycle tracks The bicycle community has rightly pointed out that the cycle tracks on each side should be two-way. Given the width of the road – even with our proposed design changes, we should ensure bicyclists have the option to go both north and south on each side of the road. Bicyclists would be likely to do this anyway, so let's design for it and ensure the cycle tracks are wide enough. In turn, with a 35-mph design speed the buffer at the edge of the roadway could be reduced to 5 feet and the buffer between sidewalk and cycle tracks could be reduced.</p> <p>We also believe the cycle track design for Rockville Pike would be better for bicyclists and should be adopted for Route 1. See attached. The VDOT proposal to offsetting the cycle track crossing of the side roads at locations set way back from the corner can make it MORE dangerous for bicyclists because cars would not be expecting a crossing inset from the intersection and might not see the cyclist. Whereas if the bike rider is riding closer to the road at the intersection they will be more immediately visible and appear more like a vehicle in the flow of traffic. Having the pedestrian crossing closer to the intersection might make it safer for these users as well. Here too, we worry that VDOT's focus is more on vehicle flow and ensuring vehicles do not slow or stop in the right-hand lane. By designing to a 35-mph speed including with tighter turn radii, and bringing the cycle track and pedestrian crossing closer to the intersection, crossings will be safer. (we support further analysis and discussion about this with bicycling experts and experts in complete streets design)</p> <p>E. Bicycle and pedestrian underpasses We understand you are receiving many comments from both our bicycle partners and our conservation partners about the underpasses. We urge further evaluation of the underpasses with a wide range of stakeholders – local residents, bicyclists, pedestrians, and conservationists. There are significant safety concerns being raised by local residents. At a minimum we wish to see:</p> <ol style="list-style-type: none"> 1) On street crossings retained for all intersection movements 2) If built, underpasses must ADA compliant, well lighted, maintained, and safe from crime 3) If built, underpasses must be built above the flood plain and not interfere with necessary stream restorations 4) Underpasses designed to connect to future environmentally compatible stream valley trails 	<p>D. One-way bike cycle tracks way are currently proposed on both sides of Richmond Highway. Two-way bike ways are under evaluation. We will review this comment and consult with the Fairfax County to see if a configuration can be developed that's acceptable to Fairfax County stakeholders. The buffer between the cycle track and the sidewalk provides space for utility poles and the associated buffers. The crosswalk locations will be reviewed as the design progresses.</p> <p>E1. On-street pedestrian crossings at all signalized intersections will be included in the design.</p> <p>E2. All facilities will be designed to be ADA compliant. If the decision is made to implement pedestrian underpasses, design features will consider safety.</p> <p>E.3 Underpasses will not be built above the flood plain as this would require raising the road elevation significantly.</p> <p>E.4 If implemented, the underpasses will not preclude future stream valley trails.</p>

Name	Comments	Responses
(5 of 6)	<p>F. Advanced transit signal priority We have submitted a letter to Arlington, Alexandria and the Northern Virginia Transportation Commission, recommending adoption of a particular advanced Transit Signal Priority software for Metroway using 395/95 transit funding (attached). We urge adoption of similar advanced TSP for Embark Richmond Highway BRT. The technology reportedly does a better job of speeding buses, while optimizing vehicle and pedestrian movements.</p> <p>G. Restoration of streams and floodplains The Richmond Highway Project offers the opportunity restore floodplains and natural stream flow both through the elevated and extended bridges and through VDOT purchase of floodplain and wetlands areas for mitigation. We urge VDOT to help fund purchase and protection of the floodplains and Chesapeake Bay resource protection areas (RPAs).</p> <p>H. Number of lanes and role of Route 1 Ideally, Route 1 would be two through lanes in each direction to serve as a truly safe and livable multimodal boulevard, much like the design of Route 1 through Alexandria's Potomac Yard. Planned parallel road capacity for the commercial revitalization nodes along Richmond Highway would help to the main arterial to have fewer lanes. But we won't fight this fight.</p> <p>As for the argument that Route 1 is an evacuation route from DC, we have been frustrated to see this used as a reason to undermine the creation of more livable corridors. From what we've seen in the public record, a mass evacuation is not the preferred approach to nearly all potential incidents in DC. Shelter in place for those outside the limited impact radius of terrorist events, and keeping vehicles off the roads to allow for emergency vehicle movement, is preferred. So, let's design for the communities we would like to live in today.</p>	<p>F. Transit Signal Priority will be the responsibility of the Richmond Highway BRT project. VDOT will coordinate with them to ensure that any signal equipment installed with the roadway will be adaptable to the BRT plans.</p> <p>G. The VDOT project will restore floodplains and streams to the extent impacted by the project.</p> <p>H. the proposed widening to six lanes will complete the final missing link of six lanes through Alexandria. Richmond Hwy is much more than an evacuation route. It is a National Highway System roadway, it is a corridor of statewide significance, and an alternate route to I-95 when accidents or congestion occur.</p>
(6 of 6)	<p>Summary: The combination of what appears to be VDOT's goal for a 45-mph speed, along with three lanes in each direction, and room for double-left turn lanes is leading to design choices that are making the road too wide and fast. It leads to your decision for a 58 feet center right-of-way (47 feet plus 11 feet left turn lane), to then needing a wider bike buffer, and to 11 feet instead of 10 feet for the lanes. Your desire to allow for near term and future double left turns leads to this continuous extra wide center section. In addition, setting back the bike lanes for this 45 mph speed likely results in faster car turning movements and greater risk to bike riders and pedestrians. The design leads also to higher right-of-way costs and undermining the enclosed urban feel that Fairfax says is their plan for their TOD nodes.</p> <p>With the cost for just 3.1 miles of road now at \$372 million, redesigning the project to reduce right-of-way costs and improved safety and accessibility for pedestrians and bicyclists will likely be necessary to be able to afford a new Richmond Highway and to compete successfully for SmartScale funding. We strongly urge redesign along the lines we propose. Thank you.</p> <p>Sincerely, Stewart Schwartz Executive Director</p>	<p>See responses above.</p>
Sonya Breehey (Fairfax Alliance for Better Bicycling)	<p>(1 of 3) April 26, 2019</p> <p>Mr. Daniel Reinhard, P.E. Virginia Department of Transportation Northern Virginia District 4975 Alliance Drive Fairfax, VA 22030</p> <p>RE: FABB Comments on Richmond Highway Corridor Improvements</p> <p>Dear Mr. Reinhard:</p> <p>The Fairfax Alliance for Better Bicycling (FABB) appreciates the opportunity to provide comments on VDOT's proposal to widen Richmond Highway and provide multi-modal improvements between Jeff Todd Way and Sherwood Hall Lane.</p> <p>FABB supports VDOT's efforts to improve multi-modal mobility, particularly the safety and accessibility for people biking and walking in the Richmond Highway corridor. To truly transform the corridor, we need long-term solutions that focus on building more walkable and bikeable communities near transit. Fairfax County's Embark Comprehensive Plan offers that vision as it seeks to transform a 45 mph suburban strip mall highway into a "Main Street" for eastern Fairfax County where people can walk, bike, shop, and enjoy parks comfortably and safely.</p> <p>FABB is concerned, however, that VDOT's design falls short of this vision. VDOT's current widening design maintains a significant amount of space for high-speed car travel, which we know to be unsafe for pedestrians and bicyclists. Now is the time to get the designs right as you build out this Embark vision for Richmond Highway.</p> <p>FABB urges VDOT to modify its proposed designs to:</p>	<p>Acknowledged</p>

Name	Comments	Responses
(2 of 3)	<p>1. Ensure Safe Crossings. The current highway already experiences a high rate of pedestrian deaths and injury as people attempt to cross the current 72-foot-wide highway. In fact, the same day as the VDOT design hearing, a person was hit in a crosswalk trying to cross at Quander Road and later died from his injuries. We need to get it right as we design for the future.</p> <p>FABB supports the proposed underpasses to provide pedestrians and bicyclists additional crossing options to get across Richmond Highway at Dogue Creek and Little Hunting Creek. It is important that the underpasses are well-lit and open at the entrances to help improve visibility to make them safer. The underpass ramps should be designed so cyclists do not have to dismount to round the turns. It is acceptable to design the ramps so that cyclists must slow down and not travel at full speed but unclipping and dismounting would be unnecessarily onerous.</p> <p>The underpasses also provide opportunity, if designed well, to connect people to their natural environment, creating a park like setting, and potentially helping to engender stewardship towards these precious resources. VDOT's designs should allow for the future possibility to connect to stream valley trails.</p> <p>VDOT must also ensure safe at-grade crossing options at all intersections and bus rapid transit stations. Reducing the crossing width, providing a comfortable pedestrian refuge (benches and shade trees would help), and offering leading pedestrian intervals would go a long way to improving an unduly long and potentially dangerous crossing.</p> <p>2. Provide Two-Way Cycle Tracks. While FABB applauds the inclusion of separated bike paths on both sides of Richmond Highway, these need to be bi-directional cycle tracks. As proposed, the one-way bike path will require bicyclists who want to travel the "wrong way" to reach a destination on the same side of the roadway to cross the 178' highway, twice. This is a design flaw that needs to be fixed. Bi-directional cycle tracks on both sides of Richmond Highway will allow bicyclists to ride north or south without having to cross the widened highway.</p> <p>Providing bicycle specific signals and lead intervals for the cycle tracks at intersections would further improve the facility and make people bicycling along the corridor safer.</p>	<p>1. The road improvements will be designed with pedestrian crossings at all intersections, including pedestrian signals at the signalized intersections. Roadway underpasses at Dogue Creek and at Little Hunting Creek are still being considered, although a final determination has not been made. Pedestrian refuge islands will be included in the design so that the pedestrians do not feel that they need to cross the entire road at one time; the suggestion of leading pedestrian intervals will be considered as the traffic signal design is undertaken.</p> <p>2.-One-way bike cycle tracks way are currently proposed on both sides of Richmond Highway. Two-way bike ways are under evaluation. We will review this comment and consult with the Fairfax County to see if a configuration can be developed that's acceptable to Fairfax County stakeholders.</p>
(3 of 3)	<p>3. Design for a 35 mph Speed Limit. A 45 mph speed limit is not a "Main Street" speed and will be dangerous for people who bike and walk along Richmond Highway. VDOT should look at what the Maryland Department of Transportation is doing for similar corridors in Maryland – narrowing lanes and reducing speeds to 35 mph (and to 25 mph in some locations). In 2018, Alexandria lowered the speed limit on Route 1 through Potomac Yard to 25 mph from 35 mph.</p> <p>4. Narrow Travel Lane Widths. VDOT is proposing 11-foot vehicle lanes and a total highway width of 178 feet, which is very wide for people crossing the highway. While 11 feet is an improvement over wider lanes that are often used, VDOT should further narrow the travel lanes to 10 feet helping to reduce high-end speeding and freeing up additional right of way. The extra width could be used to provide bi-directional cycle tracks on both sides of the highway.</p> <p>Now is the time to get this right. Providing safe accessible connections for people to bike and walk to transit, and along and across Richmond Highway, will offer residents and commuters viable transportation choices and a safer community.</p> <p>Sincerely, Sonya Breehey President, Board of Directors</p>	<p>3. The speed limit will remain 45 MPH.</p> <p>4. VDOT geometric design standards require a minimum 11' lane width for an urban principal arterial. Richmond Highway is a National Highway System route and an alternate route to I-95 when accidents or congestion occur. It must accommodate mixed traffic including buses and trucks. The lanes will remain 11' wide.</p>

Name	Comments	Responses
<p>Submitted on behalf of the Friends of Little Hunting Creek, by Betsy Martin (President), with the approval of the Board of Directors of the Friends of Little Hunting Creek</p>	<p>(1 of 8) Friends of Little Hunting Creek previously submitted comments to VDOT in January and December of 2018. In some cases, we do not know how or if VDOT has responded to our suggestions, so we repeat them below. New or revised comments are indicated by an asterisk</p> <p>1. *Bridges and proposed pedestrian underpasses at Dogue Creek and Little Hunting Creek.</p> <p>We wholeheartedly approve of VDOT's plan to remove the fill underneath the current bridges spanning Little Hunting Creek and Dogue Creek, and to build new bridges that will be longer and higher than the current bridges. (We previously requested that the bridge over Little Hunting Creek be of sufficient span to restore full ecological function to the creek, and VDOT's design appears to accomplish this.) The improved design will allow the creeks to occupy their former floodplains, and will remove obstructions to the flow of water. It will allow wildlife passage, and help the creeks to once again function effectively as wildlife corridors.</p> <p>The higher and wider bridges will also accommodate pedestrian walkways underneath the bridges, which VDOT has proposed to build. We support these pedestrian walkways, and urge VDOT to design them in a way that can connect to low-impact trails that may one day be built along Little Hunting Creek and Dogue Creek. (A trail along Little Hunting Creek has been proposed from Gum Springs to White Oak Park. The Fairfax County Park Authority Master Plan (Great Parks, Great Communities, 2011) includes recommendation MV-C-2, "Construct a trail along Little Hunting Creek upstream to Williamsburg Manor Park" (now Colonel John Byers Park).</p> <p>While we enthusiastically support the pedestrian underpasses, we urge VDOT and Fairfax County to respond to concerns raised by the Gum Springs community, which is immediately downstream of the Little Hunting Creek crossing. The New Gum Springs Community Association recently passed a resolution to not support the pedestrian underpass at Little Hunting Creek, because of concerns about safety and maintenance. Instead, they request a pedestrian overpass. GumSprings residents express concern that homeless individuals, vagrants, and others may use the underpass to shelter, or for drug use and criminal activity, and that Fairfax County police do not have the resources to monitor the underpasses. They express concerns about drainage and flooding, especially during winter months, lighting and visibility at night, and that the underpass might collect trash and litter.</p>	<p>1. The proposed bridges are designed to convey flood flows through the structures without increasing the water surface elevations. While wildlife crossings was not a consideration, the larger and higher openings should make the stream beds more appealing for them. Pedestrian underpasses under Richmond Highway at Dogue Creek and at Little Hunting Creek are still under consideration; trail connections are outside the scope of this work. the concerns of the New Gum Springs Community Association are being evaluated as these underpasses are being considered. Marked pedestrian crossings along with pedestrian signals will be included at all signalized intersections. Overpasses have been discussed with the community; at this time, none are being considered.</p>
	<p>(2 of 8) We agree that these concerns are serious, and they should be addressed by VDOT and Fairfax County. However, Gum Spring's concerns about safety for pedestrians in the underpasses must be balanced against the risks posed by traffic to pedestrians crossing the highway. Fairfax County Richmond Highway currently is dangerous and deadly for pedestrians. According to a recent article in Covering the Corridor, Fairfax County had a total of 17 pedestrian deaths in 2018, up from five in 2017, which outpaced the county's murder rate and were more than every other jurisdiction in Northern Virginia combined. Already in 2019, there have been two pedestrian fatalities on Richmond Highway. According to the Metropolitan Council of Governments, "Even as most types of traffic fatalities declined in 2018, the number of pedestrians and cyclists killed in traffic incidents increased nearly 19 percent across the region....Preliminary data indicate that pedestrian and cyclist deaths account for more than 33 percent of all traffic fatalities in the region, mirroring national trends."</p> <p>One reason for traffic accidents involving pedestrians is that they try to cross the highway where there is no crossing, because marked crossings are few and far between. The underpasses would add to the number of safe crossings that protect pedestrians from traffic. The Little Hunting Creek underpass would allow pedestrians to cross midway between the proposed signalized grade-level crossings at Ladson Lane and the realigned Buckman Road, a considerable distance. It would give pedestrians at the very busy Buckman Road/Mount Vernon Highway intersection with Route 1 an additional option to safely and swiftly cross underneath the highway.</p> <p>In its resolution, Gum Springs requests a pedestrian overpass rather than an underpass. While an overpass would be acceptable, we are aware that overpasses are far more expensive to build than underpasses, and we are concerned that the underpass would simply be eliminated from the plan, with no overpass taking its place.</p> <p>We ask that, before the bridge and underpass designs are finalized, VDOT and Fairfax County respond to the concerns raised by Gum Springs:</p> <p>(1) Consider an overpass option at Little Hunting Creek, as Gum Springs requests.</p> <p>(2) If an overpass is not feasible or affordable, then</p> <p>a. VDOT should incorporate underpass lighting in its design of the pedestrian underpasses (lighting is shown in illustrations, but not discussed).</p> <p>b. Fairfax County should commit to regular monitoring by police or others of the underpasses to ensure they are safe for pedestrian and cyclist use.</p> <p>c. VDOT should post signs warning pedestrians not to use underpasses during flood events.</p> <p>d. VDOT or Fairfax Police should incorporate surveillance cameras to capture both entrances of the underpass.</p>	<p>Enumerated items:</p> <p>(1) Overpass options are not being considered at this time.</p> <p>(2) If the decision is made to implement pedestrian underpasses, design features will consider safety.</p>

Name	Comments	Responses
(3 of 8)	<p>(3) We suggest that VDOT and the county meet with Gum Springs residents and other nearby communities and the Friends of Little Hunting Creek to discuss design options for a pedestrian underpass (or overpass) that is an amenity for Gum Springs and the larger community.</p> <p>(4) VDOT, in collaboration with Fairfax County and local watershed and community groups, should fund and conduct a public information campaign to improve pedestrian safety and reduce littering on Richmond Highway.</p> <p><u>Whether or not pedestrian underpasses or overpasses are built, we strongly request that the bridges be designed and built to connect to and permit passage on low-impact trails that may one day be built along Little Hunting Creek and Dogue Creek</u></p> <p>2. Downstream impacts.</p> <p>Although we very much favor removing the obstructions created by the current bridges and the fill supporting them and the roadway, we suggest caution and careful evaluation of downstream impacts, esp. for Dogue Creek, where the current roadway creates a serious obstruction that dams the creek. At the December 2018 public hearing, the VDOT representative said that there would be no elevation of the mean water level downstream. In response to a question, he said they had examined impacts about 1000 feet downstream. A development (called Keys and Russell) is just about 1000 feet, or a little farther, downstream of the bridge. Much of it was built in the floodplain before floodplain development was effectively regulated, and houses and yards there do flood. Two lots on Cedar Road were purchased by the county and the houses torn down in the early 1990s due to chronic flooding. Please carefully examine the potential impacts of the redesigned bridge on this development in particular, since it would be so vulnerable to even a small increase in the water level.</p> <p>VDOT should also consider the impacts of redesigning and constructing a new bridge on Fort Belvoir, farther downstream on the main stem of Dogue Creek. According a letter from Garrison Commander Michael Greenberg, Fort Belvoir's operations are currently affected adversely by sedimentation in Dogue Creek. His letter objected to potential development in the Dogue Creek floodplain at 8800 Richmond Highway, but his concerns about sediment movement and transport are relevant as well to the design and construction of a new bridge over Dogue Creek.</p>	<p>(3) VDOT has met with Gum Springs residents to discuss their concerns; VDOT has not yet met with Friends of Little Hunting Creek.</p> <p>(4) Public Information Campaigns are not in the scope of the roadway widening project, but this is a good idea and will be passed on to the appropriate VDOT personnel for consideration.</p> <p>2. Downstream impacts: the proposed improvements are being analyzed and adjusted to minimize potential downstream impacts. Sediment control will be part of the roadway design and required of the contractor; once the project is constructed and stabilized, no sedimentation transport is expected due to the new road and bridge opening.</p>
(4 of 8)	<p>3. Assessment of and mitigation for impacts on streams, wetlands, and Resource Protection Areas.</p> <p>The Environmental Assessment says that 0.6 acre (963.2 linear feet) of streams and 0.2 acres of wetlands would be impacted. The project would encroach on 8.6 acres of regulated floodplains. VDOT's Environmental Assessment does not quantify the magnitude of the encroachments into Dogue Creek, North Fork Dogue Creek, or Little Hunting Creek Resource Protection Areas, nor does it include a Water Quality Impact Assessment, both of which are required by the County Chesapeake Bay Preservation Ordinance and by Virginia law. Even if this project is exempted from the requirements of those laws, Water Quality Impact Assessments and information about impacts on RPAs should be included in VDOT's Environmental Assessment. VDOT proposes to mitigate by purchasing credits from an approved stream mitigation bank within the 8-digit watershed (HUC 02070010), which covers the vast area of the Middle Potomac-Anacostia-Occoquan Watershed. We do not agree with this mitigation approach. VDOT should contribute funds and/or expertise toward environmental improvements and restoration of Little Hunting Creek, Dogue Creek, and North Fork Dogue Creek, the streams that will be impacted. Please consider purchasing portions of the damaged section of stream and stream buffer just north of the bridge, on privately owned parcels at 8800 Richmond Highway, and work with Fairfax County to restore them.</p> <p>4. *Mitigate through design.</p> <p>Although many of the environmental impacts of the widened Richmond Highway are inevitable—more noise and air pollution from traffic, a greater heat island effect and more stormwater runoff from the increased amount of pavement, etc.—the design of the streetscape and highway can do much to relieve these effects, and to make the pedestrian walkways and bikeways more inviting to use. <u>We urge VDOT to plant small and large trees alongside the pedestrian and bike trails to the extent possible, to shade them and offer a buffer from the traffic. We urge VDOT to use only native trees, shrubs, seed mixes and plant material, to reduce use of turf grass (and the mowing it requires) as much as possible, and to restore the tree canopy along the highway, where possible</u> In those parts of the highway where streets are being realigned, <u>we urge VDOT and Fairfax County to reclaim and use small parcels of abandoned land to plant canopy trees and other plantings</u> that will provide shade, visual relief, and a little bit of green habitat for birds. Perhaps such tiny green islands might be placed in the vicinity of bus stops and benches provided to make the wait for a bus more pleasant, and increase use and acceptance of public transportation.</p>	<p>3. Assessment and mitigation measures will be undertaken in accordance with state requirements.</p> <p>4. VDOT will include landscaping in accordance with adopted procedures.</p>

Name	Comments	Responses
(5 of 8)	<p><u>We request that VDOT use dark sky (full cutoff) street lights along the roadway, consistent with Fairfax County light ordinances.</u> Dark sky lights are designed to direct light down, rather than upwards or sideways. Hence they light the road or pathway while reducing light pollution and glare that distracts drivers.</p> <p>5. Impact on public facilities: Pole Road Park.</p> <p>The Environmental Assessment states that there is no access to Pole Road Park from Richmond Highway. However, there is an 80-foot wide access easement from Richmond Highway to Pole Road Park, on the southwestern side of Dogue Creek. The easement covers the northeasternmost part of privately-owned parcel 109-2 01 0013A, as shown on Fairfax County's Chesapeake Bay map 109-2. A portion of this easement will be taken as part of the widening of Richmond Highway. To mitigate for the loss of most of the public access easement, VDOT should work with the Fairfax County Park Authority to increase public access and make environmental improvements in the remaining portion of the public access easement, or elsewhere in Pole Road Park. Improvements might include a pullout area with a few parking places adjacent to the highway; a low impact access trail into Pole Road Park that connects with the trail along the north side of Richmond Highway; and/or removal of invasive plants in the public access area and restoration of the western bank of Dogue Creek.</p> <p>6. *Control of stormwater and trash.</p> <p>We join Fairfax County's DPWES in urging VDOT to address stormwater from all of Route 1, not just the added lanes. Uncontrolled stormwater from Richmond Highway has impaired water quality and damaged Fairfax County's streams for decades.</p> <p>We commend VDOT for proposing to install trash-trapping devices in its stormwater facilities. In its annual cleanups of sites downstream of Richmond Highway, the Friends of Little Hunting Creek pick up tremendous amounts of trash and litter, and a substantial amount of it originates on Route 1.</p> <p>Large amounts of trash also originate upstream of the Little Hunting Creek crossing. We continue to believe that the crossing provides an opportunity to intercept this trash and substantially clean up the creek from its current trashy and degraded state.</p>	<p>Roadway lighting will include replacing the existing lighting in-kind. Fairfax County may pursue additional lighting.</p> <p>5. There is currently no public access path from Richmond Highway to Pole Road Park. A recorded easement apparently exists between Richmond Highway and Pole Road Park, which will not be eliminated by this project.</p> <p>6. Stormwater management will be undertaken in accordance with State requirements. VDOT is working with Fairfax County to evaluate the feasibility of capturing debris close to the stormwater management facilities.</p>
(6 of 8)	<p><u>We urge that VDOT work with Fairfax County to procure an easement and install infrastructure (a concrete or gravel pad, and vehicle access to it) that would allow installation and county maintenance of a trash trap just downstream of the Little Hunting Creek bridge crossing.</u> (At left is a picture of a Bandalong trash trap installed in DC.) The construction of the bridge and proposed pedestrian underpass would provide an excellent opportunity for doing the construction necessary to install a trash trap at the bridge. Plans for a trash trap should be guided by the results of Fairfax County's soon-to-start test of a trash trap on Little Hunting Creek upstream of the bridge. A trash trap just upstream of the bridge would reduce trash in the proposed pedestrian underpass, and would thereby address one of Gum Springs' concerns about the underpass.</p> <p><u>Since this location would be near the proposed pedestrian walkway under the bridge, we suggest installing interpretive signage and explanation, to increase public awareness about the litter problem and to support change in littering behavior.</u> Trash and recycling receptacles should be placed (and maintained) in the nearby vicinity, to encourage people to dispose of trash and litter appropriately.</p> <p>7. Wildlife.</p> <p>VDOT's Natural Resources Technical Report states that, "Expanses of terrestrial habitat are rare and fragmented as residential, commercial, industrial, government/military, and open water areas are common, resulting in low quality edge habitat," (p.16) and goes on to characterize the wildlife present in the study area as those species most adapted to the habitat fragmentation caused by dense urban and suburban development, such as deer, squirrels, and other common urban animals, and common non-migratory bird species.</p> <p>Yet, along the main stem of Dogue Creek there is extensive wetland and uninterrupted forested riparian habitat. North of the bridge crossing are the 48 acres of Pole Road Park (between Route 1 and Pole Road), the 150 acres of Jackson Miles Abbot Wetland Refuge (north of Pole Road, on Fort Belvoir), an additional unknown number of undeveloped acres of wetland and Dogue Creek forest buffer on Fort Belvoir, and the 1,452 acres of Huntley Meadows Park. South of the bridge, Dogue Creek's main stem flows through two lightly developed residential developments to George Washington's Grist Mill, then through undeveloped areas of Fort Belvoir to the Potomac River.</p> <p>Although Dogue Creek is impaired, it has the good fortune of having at least 2,000 acres of its forested and wetland buffers remaining—astonishing for a stream that's entirely within highly urbanized Fairfax County.</p>	<p>7. Field studies of wildlife are not required at this location. While we are not taking any specific action to improve wildlife habitat, we believe that the larger bridge openings at Dogue Creek and at Little Hunting Creek will make a more hospitable environment for wildlife passage.</p>

Name	Comments	Responses
(7 of 8)	<p>The birds certainly know and use the Dogue Creek and Little Hunting Creek wildlife corridors, judging from observations submitted to eBird, a citizen science website run by Cornell Lab of Ornithology. At Jackson Abbott Wetland Refuge, birders have recorded 146 bird species, including many migratory birds (e.g., 12 warbler species), bald eagles, American bittern, and many others. 246 bird species are recorded for Huntley Meadows Park, and 79 for Grist Mill Park. Little Hunting Creek is far more developed and urbanized than Dogue Creek, but even so, 128 species (including eagles, American bittern, and 14 warbler species) are recorded on the tidal portion of the creek. Both Dogue Creek and Little Hunting Creek contain predicted habitat for American bitterns.</p> <p>The Dogue Creek wildlife corridor also provides habitat for threatened and endangered wildlife. For example, a stretch of Dogue Creek that runs from Huntley Meadows Park through the study area to south of the Route 1 bridge is listed as "Threatened and Endangered Species Waters" (TEWaters), shown in purple on the Virginia Fish and Wildlife Information Service map, because of wood turtles.</p> <p>The Virginia Department of Game and Inland Fisheries' (VDGIF) guidance for protection of wood turtles states, "We recommend maintaining, planting, or enhancing an undisturbed naturally vegetated buffer of at least 300' on both sides of all designated waters." For wood turtles, VDGIF also "recommends coordination with us not only for instream work, but also for any work in uplands adjacent to (within 900' of) the designated water."</p> <p><u>VDOT should work with the County and VDGIF to fund or conduct field studies of the wildlife species that are actually using the Dogue Creek and Little Hunting Creek corridors, about which little is documented, and should involve VDGIF in the design of the bridges to protect wildlife.</u></p> <p><u>VDOT should give far more weight to the value of Dogue Creek, North Fork Dogue Creek, and Little Hunting Creek as wildlife corridors and habitat, and should work with Fairfax County to mitigate any impacts and restore their habitat function.</u>The wider and higher bridges at the crossings will enhance the value of these streams as wildlife corridors by making it easier for wildlife to pass underneath Richmond Highway. In coordination with Fairfax County, VDOT should also contribute to generously-sized buffer and stream restoration projects to benefit wildlife and improve water quality.</p> <p>Concern for wildlife should not be confined to threatened and endangered species. The quality of life for the people living near Little Hunting Creek and Dogue Creek derives in part from the presence of the wildlife.</p>	See responses above.
(8 of 8)	<p>8. Cultural/Historical Context.</p> <p>"History is more interesting when you can see tangible links to the past, certainly more stimulating than words. We often focus on buildings when thinking about history--Mount Vernon, Woodlawn, and Pohick Church for example—but the road between these places is almost as meaningful as the buildings. You just need to know where to look." (Michael K. Bohn, "The Origins of Route One," Mount Vernon Gazette, April 2005.)</p> <p>The new bridge over Little Hunting Creek will be located approximately at the site used for baptisms by at least one of the foundational churches of the Gum Springs community, Bethlehem Baptist Church. There is a sign which marks the Little Hunting Creek watershed at the current bridge, but there is no commemoration of the importance of the crossing, or the creek, to the history of Gum Springs, of George Washington's plantation, or as part of the Native American's Potomac Path. The spot cries out for public commemoration. We urge VDOT to provide space for a suitable marker.</p> <p>The widening of Route 1 may endanger the current historical marker of the Gum Springs community at the corner of Fordson Road and Richmond Highway – purchased by the community in 1991 – though it is located outside the formal boundary of the project. Care must be given to its protection.</p>	8. VDOT will provide space for the relocation of the sign, but has no provisions for a commemorative site. The intersection of Fordson Road and Richmond Highway is outside of the project construction limits and will not be disturbed by this project.

Name	Comments	Responses
<p>Andrea L. Dorlester, AICP, Manager Park Planning Branch, PDD</p>	<p>(1 of 3)</p> <p>TO: Dan Reinhard, P.E., Project Manager Virginia Department of Transportation</p> <p>FROM: Andrea L. Dorlester, AICP, Manager Park Planning Branch, PDD</p> <p>DATE: April 26, 2019</p> <p>SUBJECT: U.S. Route 1 Widening from Napper Road to Jeff Todci Way State Project: 0001-029-205, P101, R201, C501, B617, 13618, D603 Federal Project: STP-5A01 (686) UPC: 107187</p> <p>The Fairfax County Park Authority has reviewed the Public Hearing Design Plans, dated March 26, 2019 for the Richmond Highway (U.S. Route 1) corridor from Napper Road to Jeff Todd. The project would widen Route 1 from a four-lane undivided roadway to a six-lane divided roadway with bicycle and pedestrian accommodations, including a median width sufficient for future installation bus rapid transit facilities. The Fairfax County Park Authority staff has reviewed the above referenced plan and provides the following comments:</p> <p><u>Natural Resources:</u></p> <p>1.The project limits include Dogue Creek and Little Hunting Creek watersheds, both of which eventually run into Park Authority property. Two wetlands areas of 0.1 acres each, in North Fork Dogue Creek and Dogue Creek, would be impacted by the project. If any direct or indirect impacts are identified during future design phases of the VDOT project, to include stormwater detention and release onto parkland, those impacts should be avoided. The Park Authority recommends mitigation for unavoidable impacts to natural resources.</p>	<p>1. Unavoidable wetland impacts will be mitigated.</p>
	<p>(2 of 3)</p> <p>2. Due to the proximity to parkland, staff requests that the applicant use only common native species including perennials and seed mixes on this project since non-native species either do not fare as well as natives or are invasive, negatively impacting the environmental health of Park Authority property. The Park Authority requests that the applicant utilize common plant species generally native to Fairfax County, including trees, perennials, and seed mixes, to provide the greatest ecosystem benefit (PFM 12-0510.4D(1)(b)).</p> <p>Some helpful resources include:</p> <ul style="list-style-type: none"> •Native Plants for Conservation, Restoration, and Landscaping at http://www.dcr.virginia.gov/natural-heritage/nativeplants.shtml •A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/natural-heritage/invspdflist <p><u>Cultural, Historic, and Archaeological Resources:</u></p> <p>3. The Archaeology and Collections Branch of the Fairfax County Park Authority has reviewed the documentation provided regarding the public scoping for the Richmond Highway widening from Jeff Todd Way to Napper Rd. VDOT will be preparing an environmental impact statement for this activity. The EIS will identify potential impacts, including those to archaeological and other cultural resources, resulting from the Project. In compliance with the National Environmental Policy Act (NEPA), 23 CFR Part 771, an Environmental Assessment (EA) was approved by the Federal Highway Administration and will also be available for public review and comment. In accordance with the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places is included in the EA. The Archaeology and Collections Branch of the Fairfax County Park Authority wishes to remain involved in the development and review of the EIS and any work resulting from Section 106.</p> <p>At the completion of any cultural resource studies, the Park Authority staff requests that the applicant provide two copies (one hard copy, one digital copy) of the archaeology report as well as field notes, photographs, and artifacts to the Park Authority's Resource Management Division (Attention: Liz Crowell) within 30 days of completion of the study. Materials can be sent to 2855 Annandale Road Falls Church, VA 20110 for review and concurrence. For artifact catalogues, please include the database in Access TM format, as well as digital photography, architectural assessments, including line drawings. If any archaeological, architectural or other sites are found during cultural resources assessments, the applicant should update files at VDHR, using the VCRIS system.</p>	<p>2. As landscaping is developed, VDOT will coordinate proposed planting site with Fairfax County.</p> <p>3. Per federal requirements for transportation projects that received federal funding a NEPA Environmental Assessment was prepared. VDOT will keep FCPA informed if revisions are required to this documentation based on the final design and any permitting requirements. VDOT will continue to work on minimizing impacts throughout the corridor. Should there be impacts to any FCPA property additional coordination, including copies of the Section 106 information will be made available at that time.</p>
	<p>(3 of 3)</p> <p>Please note that the Park Authority would like to review and comment on future plan submissions that may include changes related to park and recreation issues. We request that future submissions be sent to the assigned reviewer noted below.</p> <p>FCPA Reviewer: Elizabeth Iannetta VDOT Project Manager: Dan Reinhard</p> <p>eCopy: Dan Reinhard, Project Manager, VDOT Ajmal Hamidi, Project Coordinator, FCDOT Barbara Nugent, Director, Resource Management Division Liz Crowell, Manager, Archaeology & Collections Branch John Stokely, Manager, Natural Resources Branch Beth Iannetta, Trails & Infrastructure Coordinator, Park Planning Branch</p>	<p>VDOT will keep FCPA informed if revisions are required to the project based on the final design plans and the environmental documentation including potential impacts to adjacent public properties. VDOT will continue to focus on minimizing impacts throughout the corridor.</p>

Sierra Club Comments

Name and Contact Info	Message	Response
<p>A O'Mara 5500 Holmes Run Pkwy Apt 1513 Alexandria, VA 22304 aom216@gmail.com</p> <p>via Sierra Club</p>	<p>I support investments in Bus Rapid Transit on Richmond Highway. Establishing reliable transit service on dedicated lanes, in combination with more walkable and bike-able development around the transit stations, will make the Route 1 corridor a more vibrant place where people can go to work, stores and services without having to drive.</p> <p>For BRT to be successful, it must be safe and convenient for people to get to the transit stations. I am concerned that the proposed designs for widening Richmond Highway from Jeff Todd Way to Napper Road will make it more difficult and dangerous for people to access the transit stations. The travel lanes should be designed for speeds no higher than 35 mph. Other traffic calming features should be incorporated, such as squared-off intersections and well-marked crosswalks with pedestrian-scale lighting. The design should focus on calming traffic and improving accessibility to the stations, not vehicle through-put. Please make sure these improvements benefit residents, and prioritize ways to provide safe access to multiple transportation options on Richmond Highway.</p>	<p>VDOT is designing roadway improvements to support the BRT construction by others. Features of the road improvement will be bicycle and pedestrian crosswalks with pedestrian signal heads, minimized intersection curb radii at intersections and potential underpasses at Dogue Creek and at Little Hunting Creek. Richmond Highway is a Principal Urban Arterial that carries traffic through the region; as such, VDOT standards call for a 45 mph design speed with minimum 11' wide lanes. As the proposed improvements are designed to carry an anticipated traffic volume in excess of 53,000 vpd, appropriate provisions for vehicular travel must be provided; otherwise, increased congestion will occur, could force traffic onto lower classification streets, increase travel time, increase potential for pollution - all of which would result in a less safe and less desirable solution that is proposed with our proposed improvements.</p>
<p>Afshin Sadeghi 906 Jefferson Street Apt#4 Alexandria, VA 22314 afshinom@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Albert Hunt 6804 Dillon Ave McLean, VA 22101-4434 ath2222@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Alek Williams 1201 Braddock Pl Apt 507 Alexandria, VA 22314 alek.will@aol.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Alexis Gilman 1571 Forest Villa Ln McLean, VA 22101 alexis.gilman@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Alice Svendsen 4101 Oxford Ln Fairfax, VA 22030-3559 chanoi.svendsen3@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Alison Cipriani 6313 Saddle Tree Dr Alexandria, VA 22310 naturebirthlv@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>

Name and Contact Info	Message	Response
<p>Alison Meehan 12585 Kain Road Glen Allen, VA 23059 alisoncmeehan@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Andrew and Brodi Kotil 1610A Hunting Creek Dr Alexandria, VA 22314 a_kotila@hotmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Angela Kleis 4828 Treasure Ct Fairfax, VA 22032 akleis@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Angelica Freitag 5733 Lawsons Hill Ct Alexandria, VA 22310 angelica.momotiuk@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Ann Marckesano 11112 Burywood Ln Reston, VA 20194 ann.marckesano@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Ann Whitford 6619 Locust Way Annandale, VA 22003 muse630bce@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Anna Reed 9401 Lee Hwy Ste 208 Fairfax, VA 22031 anna_reed38@hotmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Anne Farr 1250 S Washington St Unit 604 Alexandria, VA 22314 anne.farr2014@comcast.net</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>

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Betty Wells 12 Fort Williams Pkwy Alexandria, VA 22304 dancebetty@hotmail.com via Sierra Club	Same as comment above	See response above
Bonnie Farmer 5913 AMbassador Way Alexandria, VA 22310 bnb93@mac.com via Sierra Club	Same as comment above	See response above
Brandon Cassady 2610 Lemontree Ln Vienna, VA 22181 cassady.brandon@gmail.com via Sierra Club	Same as comment above	See response above
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Brian Hires Alexandria, VA 22311 bhires0@yahoo.com via Sierra Club	Same as comment above	See response above
Brooke Kane 6102 Franklin Park Rd McLean, VA 22101 brooke.kane@gmail.com via Sierra Club	Same as comment above	See response above
Bruce Rauscher 5118 Chowan Ave Alexandria, VA 22312 darcrowskellstar@hotmail.com via Sierra Club	Same as comment above	See response above

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Charity Moschopoulos 3617 Sprucedale Dr Annandale, VA 22003 charity.rome@hotmail.com via Sierra Club	Same as comment above	See response above
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<p>Elizabeth McDonough 2706 Jefferson Dr Alexandria, VA 22303 cgrenewald@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Emily Kim</p> <p>Fairfax, VA 22033 hosanne.kim@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Emily Olhoeft 5907 Jane Way Alexandria, VA 22310 eolhoeft@hotmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Eric Lengel 9416 Mirror Pond Dr Fairfax, VA 22032 eblengel@verizon.net</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Eunyoung Kim 12182 Lincoln Lake Way Fairfax, VA 22030 iloveyoumuchly@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Farzad Barkhordari 1502 Elk Point Dr Reston, VA 20194 zadman1@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Fred And Linda Rash 4912 Breeze Way Dumfries, VA 22025-1253 rashf@aol.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>

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<p>Gaye Webb 9066 Robson Drive Manassas, VA 20110 atree lover@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Genevieve Miller 2772 Knollside Ln Vienna, VA 22180-7083 genevieve.jeanette.miller@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Glenda Bromberg 640 John Carlyle St Alexandria, VA 22314 skipper18@mac.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
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<p>Greg Singleton 7760 Northedge Ct Springfield, VA 22153 jgsingle@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Haley Merrill 4245 Summit Corner Dr Apt 257 Fairfax, VA 22030 haley.marie.merrill@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Harry Iredale Iii 7914 Wolf Run Hills Rd Fairfax Station, VA 22039-2101 hcat2@cox.net</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>

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Jack Reilly 8921 Rhyme Ct Annadale, VA 22003 jreilly8921@gmail.com via Sierra Club	Same as comment above	See response above
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James Suh 11800 Sunset Hills Rd Unit 109 Reston, VA 20190 jjsuh.ind@gmail.com via Sierra Club	Same as comment above	See response above

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Joan Yater 2407 Childs Ln Alexandria, VA 22308 jeyater@os2bbs.com via Sierra Club	Same as comment above	See response above

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Joel Serin Unknown Alexandria, VA 22315 jmspd@aol.com via Sierra Club	Same as comment above	See response above
Joel Silverthorn 11575 Cavalier Landing Ct Unit 303 Fairfax, VA 22030 joelsilv@cox.net via Sierra Club	Same as comment above	See response above
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<p>Veronica Vargas 10814 Oldfield Dr Reston, VA 20191 vargas_veronica@outlook.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Victoria McKalvia 3949 Persimmon Dr. #103 Fairfax, VA 22031 vlmkbm75@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Victoria Stegle 6745 Lake Village Dr Alexandria, VA 22315-2672 tori.stegle@hotmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
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<p>Bleu-D'A... Matthews P. O. Box 788 Chesterfield, VA 23832 sweetsassy2018@yahoo.com</p> <p>via Sierra Club</p>	<p>I support investments in Bus Rapid Transit on Richmond Highway. Establishing reliable transit service on dedicated lanes, in combination with more walkable and bike-able development around the transit stations, will make the Route 1 corridor a more vibrant place where people can go to work, stores and services without having to drive.</p> <p>For BRT to be successful, it must be safe and convenient for people to get to the transit stations. I am concerned that the proposed designs for widening Richmond Highway from Jeff Todd Way to Napper Road will make it more difficult and dangerous for people to access the transit stations. The travel lanes should be designed for speeds no higher than 35 mph. Other traffic calming features should be incorporated, such as squared-off intersections and well-marked crosswalks with pedestrian-scale lighting. The design should focus on calming traffic and improving accessibility to the stations, not vehicle through-put. Please make sure these improvements benefit residents, and prioritize ways to provide safe access to multiple transportation options on Richmond Highway.</p> <p>Healthy Communities Investment Matters!</p>	<p>VDOT is designing roadway improvements to support the BRT construction by others. Features of the road improvement will be bicycle and pedestrian crosswalks with pedestrian signal heads, minimized intersection curb radii at intersections and potential underpasses at Dogue Creek and at Little Hunting Creek. Richmond Highway is a Principal Urban Arterial that carries traffic through the region; as such, VDOT standards call for a 45 mph design speed with minimum 11' wide lanes. As the proposed improvements are designed to carry an anticipated traffic volume in excess of 53,000 vpd, appropriate provisions for vehicular travel must be provided; otherwise, increased congestion will occur, could force traffic onto lower classification streets, increase travel time, increase potential for pollution - all of which would result in a less safe and less desirable solution that is proposed with our proposed improvements.</p>
<p>Becky Daiss 1276 N Wayne St #1128 Arlington, VA 22201 beckydaiss@verizon.net</p> <p>via Sierra Club</p>	<p>Thank you for taking steps to improve the communities along Richmond Highway. I support transportation improvements that create more options to walk, bike and take the bus and revitalize transit centers in the region. This will provide better access to school, work, and more for communities and cut pollution.</p> <p>Providing good driving alternatives, improving and expanding public transit, and investing in infrastructure for zero-emission vehicles will make significant progress in curbing climate change and increasing equity. Please make sure these improvements benefit residents, and prioritize ways to provide a ffordable housing and transportation options for the corridor.</p>	<p>The Richmond Highway improvement project is part of a larger initiative to improve safety, traffic flow, and to set the base configuration for a future BRT down the center of the road. These infrastructure improvements, along with technology initiatives and social adaptations, are intended to make the entire corridor and community safer, healthier and more efficient for travel.</p>
<p>Bob Tripp 1704 Lake Shore Crest Dr, Apt 16, Apt 16 Reston, VA 20190 berkeleybob50@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Brooke Kane 6102 Franklin Park Road McLean, VA 22101 brooke.kane@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Christopher Dunn 13214 Oak Farm Dr Christopher, VA 22192 cdunn92788@aol.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Claire Jacobsen 3121 21st St N Arlington, VA 22201 csjacobsen@aol.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>

Name and Contact Info	Message	Response
<p>Jay Rose 4932 Frishman Court Woodbridge, VA 22193 jayarose49@msn.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Joan Yater 2407 Childs Ln Alexandria, VA 22308 jeyater@os2bbs.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>John Courtney 4813 Poplar Dr. Alexandria, VA 22310 jjc_tesi@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Karen Koenig 9830 Fairfax Square #342 Fairfax, VA 22031 koenigke@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Merrill Boone 528 N. Oxford St. Arlington, VA 22203 merrillboone@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Michael Pan 9466 Deramus Farm Ct Vienna, VA 22182 71pan@cua.edu</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Roger Woitte 9618 Beach Mill Road Great Falls, VA 22066 weasleman42@yahoo.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>
<p>Tami Palacky 8005 Bethelen Woods Lane Springfield, VA 22153 tpalacky@gmail.com</p> <p>via Sierra Club</p>	<p>Same as comment above</p>	<p>See response above</p>

Name and Contact Info	Message	Response
<p>Tiziana Bottino 2881 Bowes Ln Woodbridge, VA 22193 tiziana.bottino@gmail.com</p> <p>via Sierra Club</p>	<p>Thank you for taking steps to improve the communities along Richmond Highway. I support transportation improvements that create more options to walk, bike and take the bus and revitalize transit centers in the region. This will provide better access to school, work, and more for communities and cut pollution.</p> <p>Providing good driving alternatives, improving and expanding public transit, and investing in infrastructure for zero-emission vehicles will make significant progress in curbing climate change and increasing equity. Please make sure these improvements benefit residents, and prioritize ways to provide a ffordable housing and transportation options for the corridor.</p> <p>A new study shows that carbon emissions have greatly accelerated in 2018 and transportation is the greatest source of emission in the country. We have a responsibility to our children and grandchildren to ensure them a livable planet and do everything we can to mitigate the worst e ffects of climate change</p>	<p>See response above</p>
<p>John Fitzpatrick 6128 Roxbury Avenue Springfield, VA 22152 fitzluucas@att.net</p> <p>via Sierra Club</p>	<p>Thank you for taking steps to improve the communities along Richmond Highway. I support transportation improvements that create more options to walk, bike and take the bus and revitalize transit centers in the region. This will provide better access to school, work, and more for communities and cut pollution.</p> <p>Providing good driving alternatives, improving and expanding public transit, and investing in infrastructure for zero-emission vehicles will make significant progress in curbing climate change and increasing equity. Please make sure these improvements benefit residents, and prioritize ways to provide a ffordable housing and transportation options for the corridor.</p> <p>Thank you for your attention.</p>	<p>See response above</p>
<p>Ken Gigliello 14812 Hunting Path Pl Centreville, VA 20120 kg4trees@gmail.com</p> <p>via Sierra Club</p>	<p>Thank you for taking steps to improve the communities along Richmond Highway. I support transportation improvements that create more options to walk, bike and take the bus and revitalize transit centers in the region. This will provide better access to school, work, and more for communities and cut pollution.</p> <p>Providing good driving alternatives, improving and expanding public transit, and investing in infrastructure for zero-emission vehicles will make significant progress in curbing climate change and increasing equity. Please make sure these improvements benefit residents, and prioritize ways to provide a ffordable housing and transportation options for the corridor.</p> <p>We need to get more cars off the road and more people on bikes and mass transit. This will help mitigate some of the problems associated with climate change and also encourage people to get more active and stay healthy.</p>	<p>See response above</p>
<p>Emily Pfister 555 N. Thomas Street #324 Arlington, VA 22203 epfister315@gmail.com</p> <p>via Sierra Club</p>	<p>Thank you for taking steps to improve the communities along Richmond Highway. I support transportation improvements that create more options to walk, bike and take the bus and revitalize transit centers in the region. This will provide better access to school, work, and more for communities and cut pollution.</p> <p>Providing good driving alternatives, improving and expanding public transit, and investing in infrastructure for zero-emission vehicles will make significant progress in curbing climate change and increasing equity. Please make sure these improvements benefit residents, and prioritize ways to provide a ffordable housing and transportation options for the corridor.</p> <p>I used to stay at the Eleanor U. Kennedy Shelter on Richmond Hghway. As an individual with a neurological impairment, I found it very difficult to cross the street by the shelter. I was always a little afraid and felt much more at ease when I had someone to help me cross the street. It would be beneficial if you could put in a crosswalk and traffic light in front of the shelter so that people don't have to feel unsafe and can manage to cross without having to try to depend on someone else.</p> <p>Thank you. Emily Pfister</p>	<p>Pedestrian cross walks will be provided at all signalized intersections. These will include pedestrian signals and median refuge areas in the middle of Richmond Highway for those who do not feel comfortable trying to cross all of Richmond Highway on one signal phase. Unfortunately the Eleanor U. Kennedy Shelter is outside the project limits and these improvements cannot be provided with this project.</p>

Locality
Endorsement



County of Fairfax, Virginia Attachment 1

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

July 31, 2019

Ms. Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Board Endorsement of the Richmond Highway (Route 1) Corridor Improvements Project with Comments, UPC 107187

Dear Ms. Cuervo: *Helen*

On July 30, 2019, the Fairfax County Board of Supervisors endorsed the design plans to widen 3.1 miles of Richmond Highway between Jeff Todd Way and Sherwood Hall Lane from four to six lanes, as generally presented at the March 26, 2019, Design Public Hearing. The following design modifications should be included in the Virginia Department of Transportation (VDOT) project design:

1. Two-Way Cycle Tracks: The project should construct two-way cycle tracks on both sides of Richmond Highway. Each two-way cycle track should be eight feet in width within the 178-foot right-of-way designated for this project.
2. Bus Rapid Transit (BRT) Transitway Bridges:
 - a. Little Hunting Creek: The VDOT project should design and construct the BRT transitway bridge over Little Hunting Creek for constructability reasons. The cost of this bridge will be reimbursed by the County's BRT project.
 - b. North Fork of Dogue Creek: Whether VDOT pursues a continuous culvert design or a bridge design, the VDOT project should design and build the transitway structure at this location to save cost.
3. Proposed Traffic Signal at U.S. Post Office Entrance/Wyngate Manor Court: The Board supports the new proposed traffic signal along Richmond Highway at the U.S. Post Office entrance for pedestrian safety, mobility, and emergency vehicle access.
4. Pedestrian Underpasses:
 - a. Little Hunting Creek: The VDOT project should the design and construct a pedestrian underpass underneath the Little Hunting Creek bridge.

Fairfax County Department of Transportation
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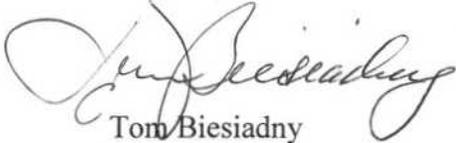


Ms. Helen L. Cuervo, P.E.
July 31, 2019
Page 2 of 2

- b. Dogue Creek: The VDOT project should design and construct a pedestrian underpass underneath the Dogue Creek bridge.

Please call Ajmal 'AJ' Hamidi at (703) 877-5828 or me at (703) 877-5663, if you have any questions or need additional information. Thank you for your assistance with this important project.

Sincerely,



Tom Biesiadny
Director

cc: Board of Supervisors

Bryan J. Hill, County Executive

Rachel Flynn, Deputy County Executive

Andrew G. Beacher, Preliminary Engineering Manager, Virginia Department of Transportation (VDOT)

Dan Reinhard, Project Manager, VDOT

Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)

Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT

Ajmal 'AJ' Hamidi, Transportation Planner, Capital Projects Section, FCDOT