



**Oct. 29, 2018**  
**NEPA Public Hearing**  
**and Public Information Meeting**  
**6:30-8:30 p.m.**  
Mount Vernon High School  
Alexandria, VA 22309  
**Public Comment Summary Report**

The Virginia Department of Transportation (VDOT) and the project team held a NEPA public hearing and public information meeting to inform the public and seek input on plans to widen Richmond Highway from four to six lanes between Jeff Todd Way and Napper Road. In response to the NEPA Public Hearing and public information meeting, VDOT received comments from 78 individuals, which have been reviewed by VDOT and the project team and are being considered as the design plans are further developed.

More than 225 people attended the public meeting, including Senator Scott Surovell (D-36), Delegate Paul Krizek (D-44), Delegate Mark Sickles (D-43) and Fairfax County Supervisors Jeff McKay and Dan Storck.

The project team is continuing to receive input from the public and is prepared to meet with any HOA, neighborhood or community group that requests a briefing. More information can be found [here](#). Please send comments and questions to [RichmondHighway@VDOT.virginia.gov](mailto:RichmondHighway@VDOT.virginia.gov).

#### **SUMMARY OF COMMENTS AND RESPONSES ARE AS FOLLOWS:**

The following input was received in response to the request for comments at the public hearing.

##### **Design/Traffic (8 Comments)**

Members of the community had questions and comments about the proposed width of new travel lanes, plans for landscaping along the corridor, the number of dedicated right turn and double left turn lanes and requests for consideration of the area's historical legacy.

Location-specific questions/comments focused on:

- The realignment of Sacramento Drive and Cooper Road
- Clarification about previously proposed elimination of left turns to and from Richmond Highway, specifically at Buckman Road
- The potential loss of green space at the Mt. Zephyr Commons community
- Current traffic conditions along the northern end of the project, specifically between Buckman Road and Sherwood Hall Lane
- Desire for proposed signal at Wyngate Manor Ct or Highland Ln.
- Providing additional through lanes at Mount Vernon Memorial Highway

##### **RESPONSE:**

The proposed improvements will include three 11' wide lanes in each direction throughout the corridor along with left-turn lanes at signalized intersection. Within the project limits, exclusive right-turn lanes will be provided only at the northbound and southbound approaches at the Buckman Road/Mount Vernon Highway, the southbound approach to the Ladson Lane intersection, and at a connection to the existing northbound right-turn slip ramp at Sherwood Hall Lane. Dual left-turn lanes are provided at the southbound approach to Buckman Road/Mount Vernon Highway and at the northbound intersection with the Walmart Drive/Sherwood Hall Lane intersection.

Landscaping is included in the project scope. The location, type, and quantity of landscaping will be determined as the design progresses.

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In response to the location-specific comments:

- Realignment of Sacramento Drive to meet Cooper Road is needed to improve and simplify traffic movements at this location and is consistent with the Fairfax County Comprehensive Plan.
- While left turn restrictions will be installed at many locations as part of the project, motorists will be allowed to make left turns and U-turns at signalized intersections.
- The proposed improvements will impact the existing screening wall and open space at Mt. Zephyr Commons but will not encroach on their existing stormwater treatment facility.
- At the north end of the project, traffic conditions will be improved by creating additional intersection spacing between the Buckman Road/Mount Vernon Highway intersection and Ladson Lane (providing additional room for southbound left-turn storage) and providing additional approach lanes at the Buckman Road/Mount Vernon Highway intersection. This will allow the traffic signal timing to be optimized for better traffic flow.
- The addition of a signalized intersection at Richmond highway and Wyngate Manor Court/USPS driveway aisle is being considered to provide relief to the anticipated northbound left/U-turning traffic at Frye Road and to add a pedestrian crossing between Lukens Lane and Frye Road. The project team is currently working with VDOT Central Office to obtain approval for a traffic signal at this location.
- The traffic analysis shows that a satisfactory level of service is provided for Richmond Highway between the Buckman Road/Mount Vernon Highway intersection and Sherwood Hall Lane. While traffic will be heavy, traffic flow will remain stable. Due to the volume of traffic, however, northbound traffic signal queues will extend from Sherwood Hall Lane to Buckman Road/Mount Vernon Highway. Due to the constraints of adjacent land uses, the addition of a longer northbound right-turn lane at Sherwood Hall Lane is not practical.
- A dedicated right turn lane on westbound Mt. Vernon Memorial Highway at Richmond Highway is included in the current design.

#### Noise Walls (4 Comments)

Some members of the community expressed a desire for noise mitigation in areas located in close proximity to the road. Specific questions and comments focused on the aesthetics of the constructed noise walls and possible alternatives to noise walls.

#### RESPONSE:

As a requirement of the environmental assessment, noise studies are completed for federally funded projects that meet specific conditions. The preliminary noise study determined that five noise walls (totaling about 6% of the project length) were warranted and met the [federal and state noise wall criteria](#). A final noise study will be completed during final design stage of the project. VDOT will solicit input from the affected property owners and renters—those benefiting from the proposed noise wall once the final noise study has been completed and approved. Noise walls that have been approved and meet VDOT standards and have been voted for by the benefiting property owners/tenants will be constructed along with the road improvements. The timing of the walls will be determined as the construction phase of the project moves forward.

#### Stormwater Management/Environmental (6 Comments)

Community members shared questions and comments regarding the location, design and proposed impact of stormwater management facilities, restoring the floodplain at stream crossings, ensuring that stormwater collected does not lead to downstream flooding, requesting that the project coordinate stormwater management plans with Fairfax County's future planned Richmond Highway Bus Rapid Transit (BRT) system, consideration of steps to prevent trash from collecting in local streams and rivers and an interest in having wildlife-friendly stream crossings at Dogue Creek and Little Hunting Creek.

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#### RESPONSE:

Detailed stormwater design is underway as part of the project design. VDOT is required by law to control and treat stormwater runoff from roadways. New, more stringent regulations took effect in July 2014 making it more challenging to design stormwater treatment facilities, especially in constrained urban corridors such as Richmond Highway. The type, location, and size of each stormwater management facility are determined by detailed engineering design. Each facility is designed to meet federal and state regulations while taking into account the size of the area draining into the facility, the amount of pavement area the facility will treat, existing landscape and obstructions, soil conditions (infiltration capabilities and groundwater elevations), underground utility impacts, wetlands, streams, parkland, and historic property impacts, and construction and future maintenance cost.

At the time of this public information meeting, for illustrative purposes, the exhibits showed potential locations for stormwater management (SWM) facilities. The SWM analysis is currently underway for this project. Based on preliminary analysis, VDOT expects to share the proposed locations of SWM facilities at the Design Public Hearing in March 2019.

The proposed improvements are being designed to eliminate localized flooding along the road and to protect adjacent properties from flooding related to the road construction. Within the floodplains, the proposed improvements are being designed to not increase upstream or downstream flooding.

The design teams for the roadway widening (VDOT project) and the BRT (Fairfax County) are regularly coordinating their work and the stormwater management facilities will be developed in a coordinated effort to ensure that all the stormwater treatment issues are addressed in an efficient manner.

VDOT and Fairfax County are evaluating options for capturing trash before it reaches local streams.

The design team is in the process of designing the bridges crossing Dogue Creek and Little Hunting Creek. While these are not specific wildlife corridors, both crossings will be higher and longer than the existing bridges and will allow animals to cross Richmond Highway.

#### **Pedestrian Safety/Walking and Biking (6 Comments)**

The project team received several questions and comments regarding design plans, lighting, accessibility, maintenance and safety of proposed pedestrian underpasses at Dogue Creek and Little Hunting Creek. Other questions and comments focused on pedestrian safety features for those crossing Richmond Highway and on connections with area trails.

As part of the comment sheet that was handed out at the meeting, participants were asked if they supported potential pedestrian underpasses at Dogue Creek and Little Hunting Creek. The results were as follows:

*Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Little Hunting Creek*

- Yes – 32%
- No – 68%

*Would you use an underpass at the following locations, which will allow bicyclists and pedestrians to cross under Richmond Highway? - Douge Creek*

- Yes – 39%
- No – 61%

#### RESPONSE:

The project team is working to make the corridor safer, more accessible and more convenient for bicyclists and pedestrians. When crossing the street, pedestrians will find frequent and well-marked crossings along the corridor. All intersections with traffic signals will feature ADA-compliant crosswalks as well as countdown timers to show how much time is left until the traffic light changes.

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The proposed improvements will provide connections to existing bicycle lanes and shared use paths at either end of the corridor and any identified facilities within the corridor. At this time, there are not identified existing or planned off-road trails; therefore, no provisions for connections to such facilities are contemplated.

Pedestrian underpasses are being evaluated as design work progresses. The feedback from this public meeting will be used to inform VDOT and the design team as to whether these facilities should be included in the design.

#### **Right of Way and Property-Specific Questions (17 Comments)**

Several participants raised specific questions about potential right of way impacts and design plans pertaining to individual properties.

#### **RESPONSE:**

As design of this project is finalized, additional easements may be required beyond the proposed right of way. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.



**April 4, 2018**  
**Public Information Meeting**  
**6:30-8:30 p.m.**  
Mount Vernon High School  
Alexandria, VA 22309  
**Public Comment Summary Report**

The Virginia Department of Transportation (VDOT) and the project team held a third public information meeting to inform the public and seek input on plans to widen Richmond Highway from four to six lanes between Jeff Todd Way and Napper Road. In response to the public information meeting, VDOT received 23 individual comments, which have been reviewed by VDOT and the project team and are being considered as the design plans are further developed.

Nearly 160 people attended the public meeting, including Senator Scott Surovell (D-36), Delegate Paul Krizek (D-44) and Fairfax County Supervisors Jeff McKay and Dan Storck.

The project team is continuing to receive input from the public and is prepared to meet with any HOA, neighborhood, or community group that requests a briefing. More information can be found [here](#). Please send comments and questions to [RichmondHighway@VDOT.virginia.gov](mailto:RichmondHighway@VDOT.virginia.gov).

*\*Note: VDOT and the project team continue to refine the design plans. Various alternatives were considered and evaluated thoroughly on several criteria, including the needs of the corridor and community input. The current design plans represent the most up-to-date design proposal based on public feedback and the corridor's present and future needs.*

#### **SUMMARY OF COMMENTS AND RESPONSES ARE AS FOLLOWS:**

The following input was received in response to the comment sheet that was distributed at the public meeting.

#### **Design/Traffic (6 Comments)**

In addition to questions regarding the landscaping design and plans for streetlighting and requests for consideration of the area's historical legacy, the design team received the following location-specific comments/questions about the design improvements, including:

- Elimination of left turns to and from Richmond Highway
- Removal of an existing neighborhood wall at the Mt. Zephyr Commons community to accommodate the project
- Desire for a dedicated right turn lane from the Mt. Vernon Memorial Highway onto Richmond Highway

#### **RESPONSE:**

Street lighting plans call for the replacement of lighting in-kind. Materials for structures and street lights will be specified in consideration of the local preferences. VDOT's responsibility for landscaping will be limited to plantings that are specified for use on the road. Fairfax County is examining the possibility of enhancing the landscaping beyond VDOT's typical installation and will be responsible for the installation and maintenance of any improved landscaping.

Historical legacy considerations are respected as part of the road improvement project, and it would be up to other organizations to enhance these features. VDOT is willing to work with these organizations to the extent practical for the roadway widening project.

In response to the location-specific comments:

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- While left turn restrictions will be installed at many locations as part of the project, motorists will be allowed to make left turns and U-turns at intersections.
- Our proposed design will include plans for temporary protections for Mt. Zephyr Commons property should the wall need to be removed.
- A dedicated right turn lane on westbound Mt. Vernon Memorial Highway at Richmond Highway is included in the current design.

#### Noise Walls (3 Comments)

Members of the community raised concerns about the physical and visual impacts of potential noise walls in the community. Specific questions included requests for information about the noise wall voting process.

#### Response:

As a requirement of the environmental assessment, noise studies are completed for federally funded projects that meet specific conditions. The preliminary noise study determined that five noise walls (totaling about 6% of the project length) were warranted and met the [federal and state noise wall criteria](#). A final noise study will be completed during final design stage of the project. VDOT will solicit input from the affected property owners and renters once the final noise study has been completed and approved. Noise walls that have been approved and meet VDOT standards and have been voted for by the benefited property owners/tenants will be constructed along with the road improvements. The timing of the walls will be determined as the construction phase of the project moves forward.

#### Stormwater Management/Environmental (11 Comments)

Community members shared questions and comments regarding the location and proposed impact of stormwater management facilities, ensuring that construction will not have an adverse effect on the environment and wildlife, consideration of steps to prevent trash from collecting in local streams and rivers, and an interest in ensuring that the project team is designing wildlife-friendly stream crossings at Dogue Creek and Little Hunting Creek.

#### RESPONSE:

Detailed stormwater design is underway as part of the project design. VDOT is required by law to control and treat stormwater runoff from roadways. New, more stringent regulations took effect in July 2014 making it more difficult to design stormwater treatment facilities, especially in constrained urban corridors such as Richmond Highway. The type, location, and size of each stormwater management facility are determined by a detailed engineering design. Each facility is designed to meet federal and state regulations while taking into account the size of the area draining into the facility, the amount of pavement area the facility will treat, existing landscape and obstructions, soil conditions (infiltration capabilities and ground water elevations), underground utility impacts, wetlands, streams, parkland, and historic property impacts, and construction and future maintenance cost.

VDOT and the design team are willing to work with the property owners to develop a suitable solution that accommodates the needed stormwater while respecting the uses of the adjacent properties. The proposed road widening requires that a portion of the Mt. Zephyr stormwater pond property be taken. As part of our design work, we will need to address any loss of stormwater treatment and provide a means to mitigate for the loss of storage and treatment. We will be responsible to ensure that no additional flooding on the property is experienced as part of our proposed improvements.

VDOT does not have specific provisions for trash mitigation as part of the project, nor is there a specific regulatory requirement to mitigate for trash. It should be noted, however, that the project design will include stormwater treatment facilities along the corridor that will treat runoff from the road. By virtue of these facilities, there will be a reduction in the amount of pollutants, including trash, collecting in the stream.

The design team is in the process of designing the bridges crossing Dogue Creek and Little Hunting Creek. While these are not specific wildlife corridors, both crossings will be higher and longer than the existing bridges and any wildlife that currently passes under the existing bridges will have additional room to do so.

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#### **Pedestrian Safety/Walking and Biking (6 Comments)**

Several participants raised questions regarding the design plans for the bike and pedestrian paths, including whether permeable pavement will be used to construct these paths.

#### **RESPONSE:**

The corridor is intended to accommodate a range of transportation options. This approach is consistent with the approved Fairfax County Comprehensive Plan as part of the Embark Richmond Highway initiative. Separating sidewalks from bicycle lanes reduces pedestrian and bicycle collisions, allowing bicyclists to flow freely in their lane while permitting pedestrians to walk safely.

Permeable pavements are not included in the design due to the several factors related to maintenance and durability. Historical rainfall rates have been taken into consideration and is in accordance with VDOT requirements.

#### **Right of Way and Property-Specific Questions (10 Comments)**

Several participants raised specific questions about potential right of way impacts and design plans pertaining to individual properties.

#### **RESPONSE:**

As design of this project is finalized, additional easements may be required beyond the proposed right of way. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.



**November 6, 2017**  
**Public Information Meeting**  
**6:30-8:30 p.m.**  
Mount Vernon High School  
Alexandria, VA 22309  
**Public Comment Summary Report**

The Virginia Department of Transportation (VDOT) and the project team held a second public information meeting to inform the public and seek input on plans to widen Richmond Highway from four to six lanes between Jeff Todd Way and Napper Road. In response to the public information meeting, VDOT received 61 individual comments, which have been reviewed by VDOT and the project team and are being considered as the design plans are further developed.

Nearly 200 people attended the public meeting, including Senator Scott Surovell (D-36), Delegate Paul Krizek (D-44) and Fairfax County Supervisors Jeff McKay and Dan Storck.

The project team is continuing to receive input from the public and is prepared to meet with any HOA, neighborhood, or community group that requests a briefing. More information can be found [here](#). Please send comments and questions to [RichmondHighway@VDOT.virginia.gov](mailto:RichmondHighway@VDOT.virginia.gov).

#### **SUMMARY OF COMMENTS AND RESPONSES ARE AS FOLLOWS:**

The following input was received in response to the comment sheet that was distributed at the public meeting.

*What design concept do you prefer at Sacramento Drive and Cooper Road, traditional or superstreet? Why?*

- Traditional—48%
- Superstreet—52%

*What design concept do you prefer at Buckman Road and Mount Vernon Highway, traditional, superstreet or jughandle? Why?*

- Traditional—36%
- Superstreet—52%
- Jughandle—12%

*What other elements of the project do you support or what elements do you have concerns about in the design of this project?*

- The public expressed concerns regarding noise and the installation of noise walls; pedestrian safety, including walking and biking; the lack of crosswalks and general road walkability; the feasibility of a pedestrian bridge crossing over the road; potential confusion for motorists unfamiliar with proposed designs; and loss of commercial parking space. Respondents also expressed support for overall widening of the road.

#### **COMMENTS ON DESIGN CONCEPTS**

##### **Traditional**

Participants commented that the traditional design concept would retain the appearance of the area and appears simpler and more familiar than superstreet or jughandle designs.



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#### RESPONSE:

While traditional designs are more familiar, they do not perform the same as the other options. With a traditional design, all turns (left, thru and right) are made at one intersection. The intersection traffic signal typically requires four or more signal phases to safely handle traffic. Only two signal phases are required with the superstreet and jug handle options.

#### **Superstreet**

A portion of respondents viewed superstreets as a faster alternative and a likely solution to relieving bottleneck issues. Other respondents were concerned that superstreets may cause U-turn backups.

#### RESPONSE:

A superstreet manages congestion by eliminating the left and thru movements on the minor cross streets of a busy intersection. Instead of turning left at the main intersection from a side street onto Richmond Highway, motorists turn right and then make a U-turn a short distance away from the intersection. In addition, signal operations are reduced to two phases, improving traffic flow and safety for motorists, transit users, bicyclists and pedestrians. Please review the simulation provided on the project website for the superstreet concept and for the comparison of side street delays with a traditional intersection.

#### **Jughandle**

Participants questioned the jughandle design as being too complex and a better option for a long-term, rather than short-term solution.

#### RESPONSE:

VDOT's goal is a long-term solution for the Richmond Highway Corridor that enhances safety, decreases congestion, increases capacity, and expands mobility for all users. While the jughandle design is more complex than a traditional design, it safely and efficiently manages congestion by eliminating left turns at the main intersection. This type of intersection design uses loop roads to create indirect turning movements. Instead of turning left at the main intersection, motorists proceed straight through the intersection on Richmond Highway turn right on a connecting road, then right onto the side street. In addition, the signal is reduced to two phases, improving traffic flow and safety for all users. Jug handles have the greatest right-of-way impacts.

## OTHER COMMENT CATEGORIES

### **Design/Traffic (23 Comments)**

The design team received concerns regarding the negative impact on traffic during the construction phases.

#### RESPONSE:

While traffic impacts during construction are unavoidable, the design team will develop a detailed traffic management plan to maintain full capacity during peak hours and to minimize impacts to the driving public.

### **Noise (3 Comments)**

The community expressed a desire for the construction of noise walls in areas within close proximity to the road, citing concerns of decreased home values and livability as issues. Specific questions included the determination of need and the aesthetics of the constructed walls.

#### RESPONSE:

As a requirement of the environmental assessment, noise studies are completed for federally funded projects that meet specific conditions. The preliminary noise study determined that five noise walls (totaling about 6% of the project length) were warranted and met the federal and state noise wall criteria. A final noise study will be completed during final design stage of the project. VDOT will solicit input from the affected property owners and renters—those benefited from the proposed noise wall once the final noise study has been completed and approved. Noise walls that have been approved and meet VDOT standards and have been voted for by the

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benefited property owners/tenants will be constructed along with the road improvements. The timing of the walls will be determined as the construction phase of the project moves forward.

#### Utility Relocation (2 Comments)

Several respondents raised questions about the relocation of utilities, specifically the consideration of burying the power lines underground.

##### RESPONSE:

Existing utilities will be relocated as needed to avoid conflicts with proposed improvements. In the case of overhead utilities, they will be located outside of the roadway between the bicycle lanes and the sidewalk.

VDOT cannot, per policy, allow state or federal funds to be used for the additional cost of undergrounding utilities; however, should other (i.e. local) funds become available to cover those additional costs, it is permissible for the funds otherwise allocated towards aerial relocation to be put towards the cost of undergrounding utilities.

#### Stormwater Management (5 Comments)

Participants commented that the stormwater management needs improvement.

##### RESPONSE:

At the time of this public information meeting, for illustrative purposes, the exhibits showed potential locations for stormwater management (SWM) facilities. The SWM analysis is currently underway for this project. Based on preliminary analysis, VDOT expects to share the proposed locations of SWM facilities at the third public information meeting.

#### Pedestrian Safety/Walking and Biking (7 Comments)

The design team received several responses regarding biking and overall pedestrian safety, including the suggestions of merging sidewalks and bike trails and constructing a pedestrian overpass or tunnels.

##### RESPONSE:

The corridor is intended to accommodate a range of transportation options. This approach is consistent with the approved Fairfax County Comprehensive Plan as part of the Embark Richmond Highway initiative. Separating sidewalks from bicycle lanes reduces pedestrian and bicycle collisions, allowing bicyclists to flow freely in their lane while permitting pedestrians to walk safely. Currently, pedestrian bridges are not in the scope of work for this project. Pedestrian bridges would need to be high and long to span the county's planned Bus Rapid Transit and a wider Richmond Highway. Pedestrian underpasses will be evaluated as design work progresses.



**April 18, 2017**  
**Public Information Meeting**  
**6:30-8:30 p.m.**  
Mount Vernon High School  
Alexandria, VA 22309  
**Public Comment Summary Report**

The Virginia Department of Transportation (VDOT) and the project team held a public information meeting to inform the public and seek input on plans to widen Richmond Highway from four to six lanes between Jeff Todd Way and Napper Road. In response to the public information meeting, VDOT received 57 individual comments, which have been reviewed by VDOT and the project team and are being considered as the design plans are further developed.

Nearly 200 people attended the public meeting, including Senator Scott Surovell (D-36), Delegate Paul Krizek (D-44), and Fairfax County Supervisors Jeff McKay and Dan Storck.

The project team is continuing to receive input from the public and is prepared to meet with any HOA, neighborhood, or community group that requests a briefing. More information can be found [here](#). Please send comments and questions to [RichmondHighway@VDOT.virginia.gov](mailto:RichmondHighway@VDOT.virginia.gov).

## SUMMARY OF COMMENTS AND RESPONSES

The following input was received in response to the comment sheet that was distributed at the public meeting.

### Design/Traffic (18 Comments)

The project team received several questions regarding the proposed design options and the impact of increased U-turns resulting from the proposed superstreet design. Side street traffic and the reduction or elimination of left-turn options were of particular concern.

Respondents specifically mentioned the lack of a left turn from Buckman Road and Mount Vernon Highway/235 where it meets Richmond Highway, noting that this may result in an excess of U-turns at Ladson Lane, which already has a significant amount of traffic. It was suggested that a thorough study should be performed of Ladson Lane from the Costco exit to Richmond Highway.

#### RESPONSE:

A [superstreet](#) is an innovative intersection design that safely and efficiently manages congestion by eliminating the left and thru movements on the minor cross streets of a busy intersection. Instead of turning left at the main intersection, motorists turn right and then make a U-turn. In addition, signal operations are reduced to two phases, improving traffic flow and safety for motorists, transit users, bicyclists, and pedestrians. However, the innovative configuration of a superstreet would require drivers to make turning decisions that are unfamiliar.

### Noise (4 Comments)

Some members of the community expressed a desire for the construction of noise walls in areas within close proximity to the road. Specific questions included how the need for noise walls and the aesthetics of the constructed walls are determined.

#### RESPONSE:

As a requirement of the environmental assessment, noise studies are completed for federally funded projects that meet specific conditions. The preliminary noise study determined that five noise walls (totaling about 6% of the project length) were warranted and met the [federal and state noise wall criteria](#). As the design is further developed, a final noise study will be completed during final design. VDOT will solicit public input from the affected property owners and renters—those benefited from the proposed noise wall once the final noise study has been

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completed and approved. Noise walls that have been approved and meet VDOT standards and have been voted for by the benefited property owners/tenants will be constructed along with the road improvements. The timing of the walls will be determined as the construction phase of the project moves forward.

#### Utility Relocation (6 Comments)

Several respondents raised questions regarding underground utilities relocation, noting aesthetics and land space as concerns.

##### RESPONSE:

Existing utilities will be relocated as needed to avoid conflicts with proposed improvements. In the case of overhead utilities, they will be located outside of the roadway between the bicycle lanes and the sidewalk.

VDOT cannot, per policy, allow state or federal funds to be used for the additional cost of undergrounding utilities; however, should other (i.e. local) funds become available to cover those additional costs, it is permissible for the funds otherwise allocated towards aerial relocation to be put towards the cost of undergrounding utilities.

#### Stormwater Management (6 Comments)

Participants inquired about future plans of the Mt. Zephyr Commons HOA property storm water detention ponds. Mt. Zephyr Commons is located at the intersection of Rte. 1 and Radford.

##### RESPONSE:

At the time of this public meeting, the impact to Mt. Zephyr's storm water detention pond was not known. The exhibits showed potential locations of proposed stormwater management facilities without any analysis. The design of the stormwater management facilities will begin later this year.

#### Bicycle/Pedestrian Safety (5 Comments)

The design team received several responses regarding biking and overall pedestrian safety, including the suggestions of merging sidewalks and bike lanes, constructing a pedestrian overpass, and other safety features.

##### RESPONSE:

The corridor is intended to accommodate a range of transportation options. This is consistent with the approved Fairfax County Comprehensive Plan as part of Embark Richmond Highway comprehensive plan initiative. Separating sidewalks from bicycle lanes reduces the pedestrian and bicycle collisions, allowing bicyclists to flow freely in their lane while permitting pedestrians to walk safely. Currently, pedestrian bridges are not in the scope of work for this project. Pedestrian bridges would need to be high and long to span the county's planned Bus Rapid Transit and a wider Richmond Highway.