

Public Involvement Summary

VDOT conducted a Virtual Public Information Meeting on March 1, 2021 at 7 pm. Staff members from VDOT, Fairfax County, the consultant team, and local elected officials were in attendance. The meeting began with a presentation that reviewed the project history and purpose, the proposed improvements to the Little River Turnpike and Guinea Road intersection, and the upcoming construction schedule. Construction is slated to begin in April 2021 and be completed in July 2021.

Following the presentation, citizens were able to provide questions and comments to the project team either orally or through the conference chat feature. The recording of the Public Information Meeting was posted to the [project website](#). Public feedback was collected using several methods, including the written and oral questions during the meeting, a post-meeting online survey, and a ten-day email and mail comment period.

Approximately 50 residents and local stakeholders attended the public meeting. Between the Public Information Meeting and the comment end period, 29 comments were received. The format of the comments received were as follows:

DURING PUBLIC MEETING Q & A – WRITTEN	DURING PUBLIC MEETING Q & A – VERBAL	AFTER PUBLIC MEETING DURING COMMENT PERIOD - EMAIL	AFTER PUBLIC MEETING DURING COMMENT PERIOD - MAIL	ONLINE SURVEY
8	9	8	0	4

A full summary of the comments received is attached to this Public Involvement Summary.

GENERAL TAKEAWAYS

Oral and written comments received on this project covered a range of topics. Attendees look forward to this project being implemented and potentially alleviating cut-through traffic inside the neighborhoods adjacent to Guinea Road. One resident expressed concern that the cut-through traffic may be habitual even as the backups decrease following construction. Suggestions were made to use strategically placed temporary electronic sign boards to inform commuters of the improved intersection.

A few comments asked about bicyclists and pedestrians at the project intersection. For example, one resident asked about the possibility of implementing a road diet and bike lanes on Guinea Road to help calm the traffic and lower speeds on the road. The project team responded that Guinea Road was considered for a road diet by Fairfax County in 2016 when Guinea Road was repaved by VDOT; however, this change was not supported at that time. In addition, there were comments received about adding a sidewalk on the east side of Guinea Road. Fairfax County staff responded that this is a common question they get on similar roads as previous policy did not require sidewalks on both sides of roads. Over the years, Fairfax County has worked to add these missing sidewalk links. At this time, the missing link along Guinea Road from Elizabeth Lane to Little River Turnpike is not included in the County’s Comprehensive Plan, therefore it will need to compete with other sidewalk projects for future funding. Additional questions were asked about the new crosswalk configuration at Little River Turnpike and if there are any potential safety concerns. VDOT reviewed the shorter crossing distance with the addition

of the refuge island and stated that construction will clear any trees or brush inside of right-of-way to maintain clear sight triangles.

Several comments were received asked about the signal timings on Little River Turnpike and if this project would adjust the timings. The project team responded that signal timings were being adjusted at the project intersection as the pedestrian movements had been altered with the installation of a new island and associated pedestrian signals; however, this project does not include changes to the signal timings at other intersections along the Little River Turnpike corridor.

A question was raised about whether the new free-flow right turns onto Little River Turnpike eastbound will yield to the left-turning traffic coming from the north. VDOT confirmed that the proposed design is for the right-turning traffic to have their own lane for several hundred feet before merging onto Little River Turnpike eastbound. This improves the existing lane configuration where right-turning traffic immediately moves into the eastbound lanes.

A question was asked about impacts to Guinea Road traffic turning right onto Little River Turnpike eastbound and then turning left onto Prosperity Avenue. VDOT agrees that this can be a heavy movement and that it was reviewed early during the traffic modeling phase before recommendations were made to move forward with the proposed design. Additional acceleration distance has been provided in the right most lane from Guinea Road to Old Hickory Road, and VDOT acknowledged that additional traffic may be released onto Little River Turnpike (compared to existing), but the intent is for it to be an overall positive improvement for the movement.

Residents asked about next steps following construction; specifically, to confirm whether the project reduces cut-through traffic, and if traffic is not reduced, what actions would be taken. VDOT and Fairfax County stated that they will monitor the traffic movement in the area following construction, allowing approximately six months to establish traffic patterns and behavior. If cut-through traffic continues, they will determine if it qualifies for the cut-through program and take the necessary steps.

Many of the comments received from meeting attendees were related to the existing marked crosswalk at the unsignalized intersection of Elizabeth Lane and Guinea Road (a location not included in the scope of the project). Residents expressed concerns that speeding creates unsafe conditions for pedestrians and cyclists to cross Guinea Road at Elizabeth Road. Several community members shared personal stories about their uncomfortable experiences crossing Guinea at this location. They also noted that this crosswalk provides access to Wakefield Forest Elementary School and a neighborhood swimming pool. The project team acknowledged that they understood the residents' concerns with this location and committed to discussing this separate concern with the appropriate VDOT Traffic Engineering staff. The project team also encouraged citizens to continue to reach out to their state and county representatives, including VDOT staff, FCDOT staff, Fairfax County Board of Supervisor members and other local representatives regarding transportation concerns.

Little River Turnpike and Guinea Road Intersection Improvements

Public Information Meeting

Emailed Questions and Comments

Name	Date	Comments/Suggestions
<p>Greg Parnell Sarah Paranel</p>	<p>20-Feb-21</p>	<p>We live on Guinea Road near the intersection of Little River Turnpike and recently learned of the planned road improvement project to create a free-flow right turn lane. We would like to highlight the critical need for a pedestrian sidewalk on the east side of Guinea Road and would like to petition to incorporate this improvement into the proposed project. The purpose of the sidewalk would be to increase pedestrian safety on an already busy, high-speed road and provide improved access to the neighborhood. Without the sidewalk, we would find it difficult to support this project.</p> <p>We ask that the county consider installing a sidewalk on the eastern side of Guinea Road between Little River Turnpike and Elizabeth Lane (approximately 0.3 miles). This sidewalk would provide the residents of several homes along Guinea Road and other local pedestrians access to schools, local businesses, parks, trails, and community centers in the neighborhood. It appears that installing a sidewalk (or at a minimum a wide shoulder) would be a feasible modification to the current project design, which eliminates a lane and thus creates some unutilized space. Without such a sidewalk, Guinea Road is very hazardous for pedestrians. The speed limit is relatively high (35 mph) considering that residential homes occupy both sides of the street. It is a multi-lane road and is a major commuter route during rush hour. It has no shoulder and has trees and shrubs along the side, impeding visibility. In the past couple of years, our mailbox has been destroyed twice by traffic accidents in the northbound right lane approaching Little River. We note that most of the residential streets in the area have sidewalks, despite being used less frequently by vehicles, having lower speed limits, and having wider lanes with greater visibility. If this project achieves its objective of increasing the flow of traffic turning right from Guinea Road onto Little River, a sidewalk will be even more essential as these cars will not need to reduce as much speed and prepare to stop at the light as they had in the past.</p> <p>We moved to Fairfax County in 2016 largely due to the area's excellent schools, vibrant community spaces, and natural beauty. We were excited to purchase our home because we knew we would be within a one-mile walk from our local elementary, middle, and high schools, a community center, a community park and pool, and hiking trails. However, to access any of these locations by foot we must either walk in the roadway with our backs to oncoming traffic or cross several lanes of traffic without a crosswalk to the west side of Guinea Rd. While we can drive, it seems a shame to add unnecessary traffic congestion and pollution for such short trips. As we now have a young child, it is more important to us than ever that this area is safe.</p>
<p>Stacey Rose Harris</p>	<p>24-Feb-21</p>	<p>Hi, I am writing to comment on the planned improvement at this intersection.</p> <p>I live in Ridgelea Hills, just west of the intersection. To go eastbound on Little River, I take the access road past the fire station and the JCC, take a [very—like 15 feet] short right onto Guinea and then an immediate left onto Little River.</p> <p>My concern with having a through/right-turn lane is that traffic coming from my direction, which has to zig and then zag to get to eastbound Little River, will not easily or quickly be seen by cars that will be turning right (eastbound) onto Little River from the other direction on Guinea. It already happens with some frequency, and those cars are supposed to stop/yield. Unless I am mis-understanding the design, I have serious concerns about this new proposed lane creating a greater risk for head-on collisions in that intersection.</p> <p>What are your thoughts on that and how would this be designed to avoid that?</p>
<p>Caron Atiyeh Ghassan Atiyeh</p>	<p>1-Mar-21</p>	<p>I have been attending the meetings for this project as long as the meetings have been going on (taking place in Truro). We live on the Fairfax side of Elizabeth Lane, just off Guinea Road and have, since the beginning of this process, mentioned the concerns of our side of the neighborhood but feel like we really have not been heard. Continuing with a one lane left turn lane onto LRT, we are concerned that the traffic will continue to back up and cause cut through traffic on our side of Guinea, as it has in the past. The light to turn left is short and people bail to left side streets when they miss the rotation. Is there a plan to lengthen the time of the light for those turning left? Is there a way to add a second turn lane? This isn't the first time I've asked so I don't want you thinking I'm "asking too late in the game". I just never received a clear answer before--just "studies are still underway", "early in the process", "waiting on funding", etc. (Same with the concern that follows).</p> <p>There has also been a lot of talk (and I have mentioned it at the meetings), that we would like to get a flashing crossing signal at Elizabeth and Guinea. There are quite a few kids that cross to walk to school and/or go to tennis or the pool from the Fairfax side to Annandale side. There are also people from the opposite way that cross to go walking. There is concern that with a continuous turn lane, there will be no incentive for cars to slow down. If you ask at the meeting, you will hear that it is hard to get cars to stop now for people and kids to cross, let alone when there is free flow traffic. Can you please address the process for getting a lighted, push button signal there at Guinea and Elizabeth? Can it be added to this project? Fairfax County and the Public Schools promote walk and bike to school days, etc and it is unsafe for my kids to do on their own at that crosswalk as it is currently set up.</p>

Name	Date	Comments/Suggestions
Andy Moy	2-Mar-21	<p>I live nearby and I watched the presentation and wanted to offer one suggestion on the plans.</p> <p>I think dual-posting the W11-2/W16-7p assembly in the median (downstream of the ped refuge so as not to block visibility of peds) would improve drivers' awareness of where to look for peds. I would further suggest these signs could be edge-lit for activation via a push button to further alert drivers to the presence of a pedestrian in that lane.</p>
Lucy Lapidus Mark Lapidus	4-Mar-21	<p>We are concerned about the crosswalk at Guinea Road and Elizabeth Lane. Our neighborhood has had continuous safety issues attempting to cross the street and we are fearful this project will increase car speed and make it worse. There is a community center two blocks away and pool only a block away. Kids cross here regularly and cars do not yield, let alone stop. I witnessed a close call with three children on bikes just a month ago. Pedestrians will be most impacted by this project. Please help devise a solution to make the crosswalk more visible. Thank you for your consideration.</p> <p>I am copying a few neighbors who have also expressed similar feelings about the crosswalk and attended the last meeting with me</p>
Mary Cortina	5-Mar-21	<p>I regretfully missed the webinar on March 1, 2021 and would like to learn more about the design of this intersection. Without having seen the design, I would like to emphasize these points about any potential solution:</p> <p>1) Pedestrian Safety is #1 There are many pedestrian movements at this intersection and Guinea Road is a major barrier to safe pedestrian and bicycle access to our broader community, whether people are walking/biking to the JCC, the Northern Virginia Community College, the middle and high schools, or the shopping centers at Pickett Road. With a constant-turn right lane, there should be flashing pedestrian lights or other on-demand cues for drivers to stop, other than a child in the crosswalk. A flashing light similar to the one on the Cross County Trail on Prosperity Road would be an improvement for the crosswalk at Elizabeth Lane as well.</p> <p>2) A Road Diet for Guinea Road Unless a traffic study shows unacceptable stacking, a two-lane road with a center turn lane is more consistent with the posted speed limit and safer for homes facing Guinea Road. The curve on northbound Guinea Road just before Elizabeth Lane is dangerous and cars have crashed many times into the same neighbor's front yard. The sight lines from Elizabeth Lane turning either left or right from Truro onto Guinea Road are inadequate and dangerous, because the cars on Guinea Road are not visible, are traveling at a high speed because of the road width, and do not have adequate sight distance for breaking. A road diet would eliminate the curve and sight distance hazards, reduce excessive speeding and provide room for on-street parking. Guinea Road could expand to 4 lanes again just after Elizabeth Lane, approaching the intersection with Little River Turnpike.</p> <p>3) The timing of traffic lights at Prince William Drive and Duncan Drive Evening westbound traffic backs up the Beltway and Annandale from the many lights on Little River Turnpike, but particularly the traffic light at Duncan Drive. I have observed the light turn red in as little as 10 seconds from the time it is triggered by a car on Duncan. There are many lights on Little River Turnpike which cumulatively cause the evening traffic jam, but it seems that beyond the light at Duncan, everything else moves - slowly but steadily. All the other major intersections have longer wait times for side street traffic, which keeps the main traffic on 236 flowing. The same is true of Prince William Drive for eastbound traffic. The light at that intersection is too sensitive/fast to turn red.</p> <p>Finally, I would like to sincerely thank VDOT and FCDOT for listening to the neighborhood and for being willing to find solutions to the cut-through traffic. I would also like to thank traffic engineers who have already made timing adjustments to lights at Guinea Road and Little River Turnpike. I noticed an improvement after our community meeting last year.</p>
Brandon Lucado	7-Mar-21	<p>I am very supportive of the intersection changes to Guinea Road at Little River turnpike to reduce traffic through Truro, but I have deep concerns about the pedestrian crosswalk. I have a 13-year-old daughter who is determined to ride her bike to Frost Middle School next year. She would have to cross Guinea at very busy traffic times during the day. My concern is that cars will by habit move quickly through the intersection without noticing the pedestrian trying to cross. At a normal intersection, drivers would have to stop and look both ways at a red light. It is my understanding that there are no lights for the pedestrian to activate at the new crosswalk that would warn drivers that a pedestrian is present. Additionally, there are no street lights to illuminate the sidewalk where the pedestrian is standing. Please let me know if I am mistaken about the lights. I understand the district does not use in-road lights for pedestrian crossings but it seems that VDOT could use lighted crossing signs to alert drivers that are activated by the pedestrian. I hope that VDOT considers better pedestrian crossing options at the Little River Turnpike crossing.</p>

Name	Date	Comments/Suggestions
William Chandler	10-Mar-21	<p>With regard to the intersection improvement, the statement in the meeting that traffic cuts through Truro because the right turn lane backs up to Elizabeth Lane is partly true. However, prior to the pandemic, I have documented cut through traffic turning right on Elizabeth and exiting Old Hickory between 8:15 am -- 8:30 am on weekdays when the line at the light at Little River was short—maybe 10 cars—and not backed up. In fact, I was driving north on Guinea behind these turning cars and followed them onto Old Hickory where I live.</p> <p>My explanation for this is that these drivers are habituated to using the Old Hickory cut-through, and/or they are being directed by traffic apps to shave a few seconds off their commute time. This is why I recommend that VDOT come up with a plan to directly inform these habituated commuters that the new turn will be both safer and much quicker when it takes effect. Otherwise they may continue to cut through in high numbers. The best way I can think to do this is for VDOT to place one or two temporary electronic sign boards in strategic places where commuters will see them on Guinea and on Old Hickory where it intersects with 236. The signs should succinctly inform commuters to use the intersection turn because it is safer and faster. This way VDOT and FC DOT will get maximum contact with the commuters who are cutting through and hopefully change their behavior. I suggest the signs be placed during the construction phase of the project and left out for 2 to 4 weeks after the continuous right turn at 236 is operative.</p>

Little River Turnpike and Guinea Road Intersection Improvements

Public Information Meeting

Virtual Public Meeting Questions and Comments

Last Name	First Name	Time Asked	Comments/Suggestions
Atiyeh	Caron	07:03:17 PM EST (written)	Hello. Can you please address the crosswalk at Guinea and Elizabeth. There have been a lot of near misses (if you ask the people attending, they can share stories). I have attended all these meetings and have expressed my concerns at all the meetings but the buck was always passed. There needs to be a flashing light/button/etc to bring awareness to this crosswalk that kids use to get to school; cross to the pool, etc. Esp with cars no longer needing to slow down for turning at Guinea. Thank you
Atiyeh	Caron	07:21:05 PM EST (written)	Will the left turn/straight lane get a longer timing to allow more cars to go?
Jenkins	Chris	07:28:47 PM EST (written)	Thank you for the great briefing, looks like the project will really help the traffic issues.
Atiyeh	Caron	07:30:43 PM EST (written)	But this project was to address the traffic turning onto Elizabeth so I'm not sure why the crosswalk couldn't be address as well.
Lapidus	Mark	07:33 PM EST (verbal)	Good evening, Hi my name is Mark Lapidus, I'm a 30-year plus resident of Elizabeth Lane, and this is the first time I've learned anything about the project and I first want to start by thanking Stephen and Jessica for an excellent presentation. I totally understand what you're doing here and fully supportive of what's going on. I will say that I think that in not considering that crosswalk at Elizabeth, you've made an error - I think it's a fairly substantial one because if this project is as successful as you say it's going to be, and there doesn't seem to be reason to think that it won't be successful, those cars are going to be going even faster than they go now and if you've ever stood there and watched them, you just would not believe the speeds of the people coming. Not just during rush hour but at all times of the day. The speed alone there's 35, it's not uncommon for cars to come over headed northbound at 50 miles an hour and I can tell you because I cross that walk multiple times a day. People do not stop, they don't yield let alone stop, which is actually part of our Virginia law as you guys know that was passed about a year ago. And I don't know that it's because cars are being obstinate, I just don't think they see the intersection. That's the conclusion I've drawn and as that person that wrote in earlier indicated, I actually saw three little kids crossing that walk two weeks ago and a car swerved around them. It didn't stop, it didn't yield, it missed them by I don't know maybe a foot and a half. And they had crossed in plenty of time, the guy was just going so fast he just didn't even see the children that were there. And I don't think it should take an accident at that intersection for us to do something about it this is, if you, if any one of you, went out there and stood and watched or tried to cross the street yourself as I have done on hundreds of times over the last 30 years, you would see at that intersection and that crosswalk are not effective. I also cross regularly over Little River Turnpike in this area that you're talking about, going over to the community center, and I can tell you that's a very effective crosswalk. I've never had any problems. There, cars stop, of course there's a walk sign. I don't even know what the solution is for this crosswalk by the way, maybe it is flashing lights, maybe it's another stop sign, maybe it's a... I don't know what it is. I'm not here to do your job for you because your traffic professionals would know better than I do. All I can tell you right now is that people do not stop for that crosswalk and they don't yield for it, and by speeding the traffic up during rush hour we're just asking for a problematic situation. Thank you for reconsidering this.
Newman	Shawn	07:37 PM EST (verbal)	Great, good evening. My name is Sean Newman. I'm a board member with the Fairfax Alliance for Better Bicycling. I'm actually speaking tonight on my own behalf though. I have experienced the non, the through lane turning right on from Burke Lake Road onto Braddock Road. And I cannot imagine walking across that. Like, it scares the life out of me that you're thinking that people are going to be crossing basically the same thing right there, creating new slip lanes. Slip lanes are known to be very dangerous because drivers don't have to stop and you're not providing nothing more than some paint on the pavement to help prevent an accident of pedestrians where right now they have a light. You're not providing any protection to them, the island is great, but getting to that island would be nearly impossible. So that's my first point - is that some sort of signalization whether it's flashing lights, you know a hawk signal, I don't know, something at that intersection where if a pedestrian is there and they want to be able to cross, they need to be able to do so safely. The second part of what I'm going to say is in relation to Mark's comment previously and the others before is that, I've driven on this road and people go too fast because you have a four-lane road that has no turning lane and no reason for people to go this the 35 mile an hour speed limit because it looks like a freeway. And so this is a perfect case for a road diet where you would take those four lanes and turn them into two lanes with the turn lane and have it split out to this intersection when it gets closer but that would also give you enough room to create a bike lane there. So I'm really disappointed that as of right now, you're claiming to be improving pedestrian safety but you're actually making it more dangerous for pedestrians crossing that slip lane that you've created.
Long	Jason	07:34:17 PM EST (written)	Are there any plans to adjust the timing or turning traffic pattern at Little River Tpk and Prosperity Ave. The queue from this light is usually backed up to Guinea, and these right turns generally are trying to get to Prosperity so this proposed turning movement will cause a lot of issues on Little River
Vuilu	Alice	07:44:43 PM EST (written)	I commend this project, and would like to note that this project is to address an already dangerous situation. There are children that are terrified to cross Old Hickory and Elizabeth inside Truro. There are drivers that are going over 45 in a 25 mph zone. The pedestrians at the intersection of 236 and Guinea are far less than those of school children who are walking distance to Wakefield Forest. To ignore that is callous at best.
Evans	Jeffery	07:47 PM EST (written)	Thank you very much, can you hear me? I think I'm unmuted - So my question is, currently the cars in the northbound Guinea Road Lane, the second lane from the right, many of them are there because they want to turn right on eastbound Little River Turnpike and then turn left on Prosperity. What impact will this have on those folks? I worry they'll be over on that lane heading toward Old Hickory and have to cross a couple lanes of traffic in a short distance to turn left while the traffic is zooming along there. So what do you think will happen there?
Lucado	Brandon	07:49:35 PM EST (written)	Are there any technical issues with adding in road lights to the continuous turning lane? If not, did VDOT estimate the cost of adding in-road lights in the continuous turning lane? If so did VDOT determine if the costs were to much for existing budget?

Last Name	First Name	Time Asked	Comments/Suggestions
Parnell	Greg	07:50 PM EST (verbal)	All right, good evening everyone. This is Greg Parnell, we live at the second house on the east side of Guinea Road, second house south of Little River. So, this is a very interesting and relevant conversation for us. We also want to say we appreciate all the before thought that has gone into this, but there's been a lot of planning and a lot of thoughts. We appreciate all of that. I forwarded this question beforehand - I got a response but I also wanted to share this for those others that are listening. Basically, we largely want to echo some of the previous concerns about pedestrian safety and then add on to that a little bit. I think for commuters, I think they see Guinea Road largely as a commuter artery, I think for those of us that live on and around Guinea Road it's important to remember that this is a residential road. There are houses on both sides of the street here, people that are living directly on this road and my particular concern, my family's concern, is the lack of a sidewalk on the east side of Guinea Road around this area. Shortly after we moved into the house a few years ago our mailbox was destroyed by an accident by a car coming up onto the eastbound side of Guinea Road. We replaced the mailbox like two months later it was hit again and destroyed. So I mean, we're at the point where it's hard for us to even check our mail safely, and I'm very concerned that increasing the speed of traffic going into the intersection is only going to make it more hazardous for pedestrians in this area, like some of the others that have talked about the crosswalk by Elizabeth. And basically, we can't really understand why there is not a shoulder, at least if not a full sidewalk on this eastbound side of Guinea because they have it on Little River, they have it on Elizabeth, they have it on the other side of Guinea. And so when you have several houses and families that live here and the speed of cars that are going through this intersection, it seems like a very significant oversight and I understand it's maybe outside the scope of the project as it is right now, but to me that should be even the higher priority if pedestrian safety is really kind of one of the key priorities of this project. So I'll leave it at that, thank you for your consideration and appreciate your thoughts.
Viiu	Alice	07:57 PM EST (verbal)	Hi, this is Alice's husband and I just want to say I commend this project and would like to note that this project is to address an already dangerous situation within Truro. There are children that are terrified to cross Old Hickory/Elizabeth inside Truro. There are drivers that are going over 45 miles per hour in a 25 mile per hour zone. The pedestrians at the intersection of 236 and Guinea are far less than those of school children who are walking distance to Wakefield course. To ignore that, I feel is callous at best.
Lapidus	Mark	07:58 PM EST (verbal)	I apologize for coming back at you, but I was muted when we were talking and I couldn't respond to what you said. And I did want to tell you that I got in touch with VDOT last year and I received a note back from Elizabeth Basham, who you guys probably work with. Miss Basham told me that there are over 9,400 cars daily on Guinea Road and 360 cars on the west side turning on Elizabeth Lane, and 1,900 turning the other way on Elizabeth Lane. So, the volume at that crosswalk is fairly significant. And she also indicated there were four crashes on that site between 2017 and 2019 and then went on to say that my request was rejected because the volume of traffic, there was no need for a four-way stop. I didn't recommend a four-way stop, just as I said, I'm not a traffic engineer so I don't know what should be done in terms of visibility for that crosswalk. But if we're just kind put off to the side because it's not part of this project, I don't know when it's going to come up again. It's not as if I can individually send an email to VDOT and get any action. So that's one thing I just wanted to conclude with that if you guys aren't willing to actually look at the subject, I don't think that there's, there's not going to be any action realistically if it just gets brushed under the carpet. And then the last thing I just wanted to say about the project on 236 is that, and it is a question whether or not you had looked at the speed limit there because as you know as you heard further, as you head further westbound into Fairfax City the speed limit decreases to 35 miles an hour but for some crazy reason and I guess it's probably been this way since the early 60s when there wasn't much traffic on 236. The speed limit out there is still 45 miles an hour between, I don't even know where it starts, probably Prince William Drive and all the way to the beltway, and the cars are often coming even faster than 45. So, did you look at the speed limit there or was that not part of this project?
Atiyeh	Caron	08:03 PM EST (verbal)	Hi, thank you all very much. I'm just kind of piggybacking on to Mark. We've also lived on Elizabeth Lane for over a decade. And I want to thank you, Mr. Welch, for taking the concerns of the crosswalk seriously. I had typed in the question box that I was surprised the crosswalk wasn't taken into consideration because this study was looking at all the traffic turning on to Elizabeth at the right, so it was right at that intersection. But Fairfax County, you know they promote walk to school, they promote a whole lot of other stuff. We're on Elizabeth, opposite Truro, and you know it's very dangerous, that intersection there, and I think part of the problem is if you go further back Guinea, you know it's hard to see. There's a little bit of a hill so people come speeding up and I think what, kind of echoing what other people are saying, is that I think sometimes we forget that Guinea Road is a residential area. Like, there's no sidewalks on the other side of the road and it's hard. I've contacted VDOT. I've contacted you know FCDOT, and you know it kind of falls on deaf ears. Like you know, Mark said there's no, there's not going to be a four-way stop sign but I didn't contact you about that so I guess my question is who do I follow up with? How do we get heard? There are many near misses with children. I've walked my children across the street and cars stop one way and they zoom by you the other way and then you're stuck in the middle of Guinea Road because cars won't stop one direction. And it's just, it's hard when you're not heard. So, I'd like to know who could help us with this, I guess.
Bergstorm	Catherine	08:07 PM EST (verbal)	Hi, I'm talking on behalf of Catherine. I just had a question. I was one of the people that was around when that oil truck had flipped over on Picket and 236, quite a few years back, like eight years back or so. And part of the thing is, is that people are, they're speeding through the lights. So, speed beget speed right. It's one of those things where if you're going to make things wider, you're going to do the things that you're doing, you know. Is that something that has been taken into consideration, that that's encouraging these trucks to go faster? I mean, it already, watching him go through, we got saved because we were picking up after the dog, but we would have been right underneath that truck when it flipped over. So it's just a matter of like, okay, so what are you doing here on 236? Is this something that's going to be through from the beginning, like from where 495 is all the way down to 36 speed wise and then across? And, I mean, I just feel like there maybe there should be a little bit more thought because, that was really crazy how fast he was going.

Last Name	First Name	Time Asked	Comments/Suggestions
Chandler	Bill	08:11 PM EST (verbal)	I'm Bill. I'm a Truro resident. Thank you for the presentation and for coming up with this plan to handle the terrible cut-through traffic we have in Truro. I can say that I and all my neighbors are looking forward to some relief from the cut through traffic. This whole project did, however, sort of come out of VDOT after neighbors started seeking a calming project. And the ideas, we understood it at the time and it was presented at all the meetings that were held, is that you guys are going to follow up to see whether or not this experiment works and whether it really produces the kind of results your projections are giving you at the moment. So, I'm wondering what specific steps are going to happen after the project opens up in July? Sort of, you know, where are you going to go down the road in terms of following up on the project?
Brandt	Kevin	08:26 PM EST (verbal)	This is Kevin Brandt. I'm president of the Truro homeowner's association. Just wanted to take this time to thank Supervisor Hackenshaw, Delegate Watts, and the VDOT staff, as well as the FCDOT staff, for all the work that you've put into this. The attention to our community and the things that were impacting our community with this cut through traffic. And we really appreciate all the effort that's been put into this.

Little River Turnpike and Guinea Road Intersection Improvements Public Information Meeting

Online Survey Responses

Name	Survey Question 1 Do you have any specific concerns about the proposed project plans?	Survey Question 2 Do you have any concerns with the construction activities for this project?	Survey Question 3 How did you hear about this meeting?
Brandon Lucado	I am concerned about the crosswalk between the continuous turning lane as I have kids who want to walk to school. Has vdot considered a flashing crosswalk.		Social media
Jeffrey Evans	Many now turn right on red when there are LRTPK eastbound traffic gaps. Will more be able to turn or will there be a dangerous traffiv jam at Old Hickory?	Second concern is how cars using the new lane on LRTPK will ber able to merge to turn left on Prosperity. Many now do so.	Newspaper
Richard Viola	Need to make the intersection safer and easier for pedestrians and bicyclists to use. Proposed changes do little for pedstrians or bicyclists.	Two suggestions to make the project better. Mark the area seperating the northbound thru and right turn lanes as a bicycle lane and extend the center median on the west side of Little River Turnpike to provide a raised refuge for the crosswalk.	Newspaper
Mark Lapidus	We are concerned about the crosswalk at Guinea & Elizabeth. We have continuous safety issues attempting to cross and we are fearful this project will increase car speed and make it worse. Please devise a solution to make the crosswalk more visible.		County Commissioner