

Tysons - Old Meadow Road Bicycle and Pedestrian Facility	
Comment	Response
Topic: Financial Loss/Tree Loss/Property Quality	
As a longtime resident of the Encore, I am opposed to constructing the ramp to the bike/ped bridge on Encore property. Since 1986 the residents of the Encore have enjoyed the security, privacy and serenity of our green space and gated community. It makes up for having the Beltway as our neighbor. Or it once did. The residents of the Encore suffered major losses when the Hot Lanes were constructed. It was a very bad deal financially and environmentally for the Encore. We were naive. The construction of the ramp to the bike/ped bridge will have a much greater impact on our community. Even if we have details in writing, it will be very hard to trust that VDOT will do everything possible to ensure minimum impact to Encore property and residents.	VDOT will continue working with the Encore Condominium and other property owners to minimize impacts and ensure the best possible solution to implement the shared use path and bridge crossing.
Finally, I heard you are taking a lot of Encore property. I strongly urge you to minimize this as much as possible!!!!	VDOT is working to minimize the impacts due to the proposed pedestrian bridge ramps and is utilizing the minimum amount of clearance required around the ramp to save trees.
Replacement of trees removed during construction and provision of compensation proposal	VDOT will replace one tree for every tree removed.
Consider any possible engineering redesigns which will result in taking less land and fewer trees	VDOT and the consultant are working to minimize the amount of land required to construct the shared use path and pedestrian bridge including minimizing impacts to trees.
Tree elimination-trees displaced should be compensated for with replacement trees in proximate location to the ones removed. They should be mature enough to compensate for loss of greenery in this generation of residents.	Based on discussion with the VDOT arborist trees will be replaced within the project limits at a one for one basis. The replacement trees will be 2.0" caliper.
I hope you will strongly consider in your negotiations with the encore replacing trees you will remove...i.e here will be landscaping with trees, etc as depicted in the renderings	Based on discussion with the VDOT arborist trees will be replaced within the project limits at a one for one basis. The replacement trees will be 2.0" caliper.
It's upsetting to lose mature trees that mitigate against the pollution of beltway traffic. If the newly planted trees die, will they be replace?	Based on discussion with the VDOT arborist trees will be replaced within the project limits at a one for one basis. The replacement trees will be 2.0". As part of the contracting process the contractor will have to replace any newly planted trees that die within a period of one year.
Still too many trees being sacrificed. If this is part of environmentally friendly increase in use of bikes and reduced use of private cars-seems to run counter to a focus on environment to cut trees - some very old trees (but healthy)	VDOT is working to minimize the impacts due to the proposed pedestrian bridge ramps and is utilizing the minimum amount of clearance required around the ramp to save trees.
Please meet with the Regency/Encore residents in order to allay their concerns about cutting down trees (especially mature ones)	A meeting was held with the Regency/Encore community on June 25, 2018 to discuss tree impacts and other community concerns.
VDOT must construct proper drainage to prevent erosion on Encore property due to this project.	VDOT will comply with county and state stormwater requirements from the site due to the increase in impervious surface.
Topic: Aesthetics/Property Quality	
The ramp and any other affiliated structures on Encore property should be design and constructed to blend in with the woods and to lessen its visibility to residents of the Encore. For example, the translucent sound walls should not be sky blue but a color one would naturally find in a forest such as a pale shade of gray, brown, or green. The ramp and supporting structures should be painted brown or gray. Nothing shiny.	VDOT will continue to work with the area residents and land owners to determine the color of the soundwall panel so that it blends naturally into the environment.

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If there is any "tagging" on the path, ramp or bridge, VDOT should be responsible for its immediate removal once reported.	VDOT is working with Fairfax County and the Dolly Madison Apartments to determine shared use path maintenance and responsibilities. VDOT will maintain the proposed bridges and ramps and will remove any "tagging" as needed.
Materials to be used in all fencing, screening and lighting, as well as the path, ramp and bridge, should ensure that the quality of the property of the Encore of McLean is not degraded	All materials will meet VDOT standards and specifications and will be consistent with those enhancements selected in the public design workshops.
I like you choose a translucent sound wall facing the Encore	Noted, thank you for your comment.
[drew a picture of bridge going to a roundabout, and then to the path] install something visual for commuters [in roundabout area] flowers, fountain, art studio, you choose!	The alignment and physical characteristics of the facility were selected through an extensive public participation process. VDOT is considering only minor modifications to reduce impacts as discussed with the property owners.
Attractive barrier between road and bicyclists	No barrier is being installed on the shared use path except along the proposed bridge which will have a 10' tall chain link fence and a soundwall at the corner where the bridge turns to cross I-495. The proposed soundwall barrier was chosen in the public design workshops to be aesthetically pleasing and translucent for safety.
Topic: Maintenance	
There needs to be trash receptacles maintained by Fairfax County along the path behind Dolly Madison Apartments and on the ramp on Encore property. There also needs to be signage directing the public not to litter.	VDOT is working with Fairfax County and the Dolly Madison Apartments to determine shared use path maintenance and responsibilities. VDOT will maintain the proposed bridges and ramps. Trash receptacles will be provided.
If someone tosses a lit cigarette it could set fire to the Encore's woods. To mitigate this risk and the destruction it would cause, the path and ramp should have fireproof receptacles for cigarettes to discourage such behavior as well as signage. Receptacles to be maintained by Fairfax County.	VDOT is working with Fairfax County and the Dolly Madison Apartments to determine shared use path maintenance and responsibilities. VDOT will maintain the proposed bridges and ramps.
Fairfax County should provide a dispenser of dog poop bags along the path behind Dolly Madison Apartments. The Encore receives rain runoff from the Dolly Madison property and it is a public health issue for those using the path.	VDOT will comply with county and state stormwater requirements from the site due to the increase in impervious surface.
Removal of trash and snow from the pedestrian bridge and associated walkways	VDOT and Fairfax County are working to come up with a system related to snow removal. Under the snow removal arrangement, Fairfax County will be responsible for removing snow from the path and VDOT will be responsible for removing snow from the bridge. However VDOT prioritizes roadway snow removal over off-road facilities.
Waste receptacles are essential to any public trafficked area resurrected, and these receptacles inviting waste cannot be placed without providing for waste removal.	VDOT is working with Fairfax County and the Dolly Madison Apartments to determine shared use path maintenance and responsibilities. VDOT will maintain the proposed bridges and ramps. Trash receptacles will be provided.
concerned about snow and trash removal	VDOT and Fairfax County are working to come up with a system related to snow removal. Under the snow removal arrangement, Fairfax County will be responsible for removing snow from the path and VDOT will be responsible for removing snow from the bridge. However VDOT prioritizes roadway snow removal over off-road facilities. Trash receptacles will be provided.
The trash removal issue is important. DM does <u>not</u> properly take care of their own trash. Think tree replacement, proper fencing and security enhancements essential.	Trash receptacles will be provided. VDOT is planning to replace sections of the fence along the Encore property line in locations where the existing fence is in a state of disrepair or missing. Based on discussion with the VDOT arborist, VDOT will replace one tree for every tree removed. The replacement trees will be 2.0" caliper.

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Thanks for all your good work. Appreciate opportunity for input and information. Look forward to a plan to remove snow/ice from footpath. I would hope adjacent property owners have some responsibility or volunteer shovelers!	VDOT and Fairfax County are working to come up with a system related to snow removal. Under the snow removal arrangement, Fairfax County will be responsible for removing snow from the path and VDOT will be responsible for removing snow from the bridge. However VDOT prioritizes roadway snow removal over off-road facilities.
Topic: Privacy/Personal Safety and Security	
Consider designs that are less invasive on our privacy and security. VDOT should explore those options before finalizing the design. I understand there are limitations	VDOT is continuing to work with the residents and is minimizing impacts to trees, VDOT is also planning to replace sections of fence along the Encore Property line in locations where the existing fence is in a state of disrepair or missing.
Starting at Old Meadow Road, VDOT should pay for and construct a 10-foot fence along the Encore's property line which is adjacent to the bike/ped path and ramp and across the back of Encore's property. This will prevent unauthorized individuals from trespassing on private property. (The fence across the back of the Encore's property next to the sound wall was never repaired by VDOT following the construction of the Hot Lanes.)	VDOT is planning to replace sections of fence along the Encore Property line in locations where the existing fence is in a state of disrepair or missing.
The Regency and the Encore are a gated community. VDOT or the county should put up signage directing the public to the path behind Dolly Madison Apartments. This will help prevent unauthorized individuals from trespassing on private property.	Thank you for your comment. VDOT is not currently planning to install signage directing the public to the path beyond the pedestrian crossing signage. VDOT has, however, proposed to repair the existing fence in sections where the fence is missing or in disrepair along the Encore Condominium property.
VDOT should work with the Fairfax County police and the residents of the Encore and Regency to develop a plan to ensure the safety and security of the Regency and Encore residents and property as a result of the project. The gated community has been virtually crime free.	VDOT has discussed security requirements with Fairfax County, and police will continue to patrol as they already do in the area.
Erecting a more robust security barrier between the Encore of McLean and the Dolly Madison Apartments to address concerns regarding the safety issues introduced by additional traffic through the community	VDOT will install new fencing between the path and the Encore community in the locations where the existing fence is missing or in disrepair.
Utilizing appropriate screening materials to provide privacy for Encore of McLean residents and to address noise pollution issues.	Chainlink fence with one-inch openings will be installed along the bridge with aesthetically-pleasing soundwall panels along the ramp in the location where the panels will be removed.
I would like to know if a private fence is going to be provided for the Encore of McLean being in the public path towards Tysons	The existing fence along the Encore property line will be replaced or installed in the locations where the fence is in disrepair or missing.
concerned about security and privacy vs. convenience	Thank you for your comment. Security and privacy are among the top priorities in the design.
Topic: Pedestrian/Bicycle Safety	
VDOT should work with Fairfax County police to develop a pedestrian/bike safety and security plan for the path, ramp, and bridge	Thank you for your comment. Safety is a top priority for VDOT and Fairfax County and will be considered along the path.
Installing bicycle/pedestrian stop signs where the proposed path intersects the driveways of the Regency and Encore of McLean property to address this significant safety hazard.	VDOT is going to look into providing stop signs on the shared use path at the Regency/Encore Property entrance, pending approval from the VDOT Central Office
Any mixed use path, especially in an area not accustomed to it, must have markings to help separate its traffic and guide/remind the pedestrians and bikers of that mixed use. Signage is also highly recommended	Consistent with VDOT standards, the shared use path will not include signage about the nature of it being mixed use. The path is a 10-ft wide facility which provides room for bicyclists and pedestrians, and it will be similar to other shared use paths in the area.

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The reality is that once there is regular biker traffic on the path, walkers will elect to use the sidewalk across the street. There must be crosswalk markings near the Encore, I suggest at the gate entrance, to the other side of Old Meadow to safely warn bikers AND DRIVERS of crossing pedestrians. Walkers (older residents in particular) cannot safely dash across the street without the right of way. This crossing cannot be farther down Old Meadow, as the Sport & Health gym, the planned development of Highland district, development of Scotts Crossing, and development of the 123 corner make crossing farther down the street less safe and practical and would defeat the intent of Crossing as soon as possible at the top of Old Meadow, so as to choose the safer walking route of the sidewalk over the mixed use path.	Crosswalk markings will be provided at the Encore/Regency entrance to highlight the crossing location and increase safety. No crosswalk will be provided "mid-block" with this project. New crosswalks will be installed across Old Meadow Road in conjunction with new developments that are planned to be constructed in the near future.
I have a question about the angle where the shared use path turns off its alignment with Old Meadow to go behind the Dolly Madison Apartments: Why is it an acute angle instead of a right angle? Won't that sharper angle just encourage travelers to cut that corner?	The location where the path leaves the Old Meadow Road alignment is at a right angle with an inside radius to account for users who would try and cut the corner.
The narrowing of the road at the top of Old Meadow increases density for pedestrians, bicyclists, and motorists. It's a safety concern. Areas: Near Encore/Renaissance entrance, near Sport & Health entrance, near odstire (can't read)	The narrowing of the road is meant to increase safety for drivers and pedestrians by providing a curb extension which increases sight distance. The curb extension also provides more distance between the path and the Encore/Regency entrance to reduce impacts to the property.
Concerned about safety at crosswalks	Thank you for your comment. Safety is a top priority for VDOT and will be considered at the crosswalks.
Just wondering what will happen to ensure safety when crossing from Colshire Meadow across Old Meadow	As discussed at the Public Hearing the developer is planning to install a signal at this intersection providing safe pedestrian crossings.
The bridge is critical for a safe bike route from the east to Tysons. The "multi-" use path is a waste, unless pedestrians are clearly separated from bikes. Leave the sidewalk and put bike markings on the street.	Thank you for your comment. The shared use path will be 10 feet wide and will provide space for bicyclists and pedestrians to share the path.
Topic: Community Engagement	
The meeting presentations were hard to find on the website. You should make the information more readily available.	Thank you for your comments. VDOT continuously reviews the website to identify potential enhancements.
Please be sure we have opportunity to review and comment on the <u>draft</u> NEPA study and record of decision related to this. (e.g. does NEPA study include levels of deforestation and impact on local wildlife : deer, fox, flying squirrels, racoons, rabbit, woodpeckers, cardinals, etc.	As discussed in the Public Hearing, the public is still able to comment on the NEPA study.
As a resident of Regency, we support this project but request transparency and respect with regard to impact on our property and convenience.	Thank you for your comment. VDOT is striving to be as open and transparent as possible as we continue through this project process.
General Comments	
"If you build it, they will come"	Thank you for your comment.
Timeline is long	VDOT is working to have this project move quickly and complete construction by the end of 2020
Continuous concerns regarding the security, privacy, property degradation, and noise issues	Noted. These concerns are being taken into account along the path including the proposed soundwall and fencing.

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My main concerns are: security and privacy for residents, safety for pedestrians and autos, maintenance - trash removal and snow removal. Who's responsible for that	VDOT has considered and will continue to consider security and privacy for residents and safety for all users in the design process. VDOT and Fairfax County are working to come up with a system related to snow removal. However, VDOT prioritizes roadway snow removal over off-road facilities. Trash receptacles will be provided.
Supportive Comments	
I welcome a bike path	Thank you for your comment.
The bridge is a good idea	Thank you for your comment.
I wholeheartedly support the bike/ped crossing of I-495 between Tysons Corner Center and Old Meadow Road, as well as the improvements along Old Meadow to continue to Route 123. I am an avid cyclist...ANY improvements that can be made in the area are fantastic and I hope will be the first of many. I assure you, the infrastructure you create will get a lot of use.	Thank you for your comment.
I strongly support the preferred option of a 10' shared use path along Old Meadow Road and a bridge over 495 from the McLean Metro station to Tysons Corner Mall. This option would make Tysons so much safer and easier to bicycle in. It would make it possible to travel from the Metro station to one of Tysons' biggest destinations by bike, and avoid bicyclists to get around and above one of the biggest barriers in the area, 495. By doing so, it will contribute to more travel options and help mitigate traffic congestion. Thank you for this creative design solution.	Thank you for your comment.
I am in favor of the preferred design option along Old Meadow Road. It is a much needed facility to compliment the other improvements in Tysons. Non-auto means of getting around need to have equal weight during planning and design work. This is a small retro-active step, but in the right direction.	Thank you for your comment.
I have read of the comments from the Regency Condo folks. Fair concerns, but experience does not support the fears. Everywhere I have seen pedestrian and bike facilities the quality of life of the entire community has increased. Economic activity is up. Safety is better. Property values increase.	Thank you for your comment.
I bike to work on almost a daily basis in the Tysons Corner area and wanted to express my support for this project. The more places that are bikeable in the area, the more people will ride their bikes to get around providing one more means to reduce traffic congestion.	Thank you for your comment.
I really think that the project will improve the overall walkability, bikeability, and access to/from the area. Non-car options are crucial and should reduce car traffic for those who do drive.	Thank you for your comment.
Majority of design were selection I was in favor of. Looking forward to the project	Thank you for your comment.
This is a really exciting opportunity for the community-thank you!	Thank you for your comment.