


City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 10, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: AUTHORIZATION OF CITY COMMENTS ON THE I-95/395 HOV/BUS/HOT LANES PROJECT

ISSUE: Providing comments concerning the I-95/395 HOV/Bus/HOT lanes project to the Virginia Department of Transportation (VDOT).

RECOMMENDATION: That City Council consider the recommendations of the Alexandria Transportation Commission as described in Attachment 1 and, following public hearing, direct staff to prepare a final letter for the Mayor's signature to transmit the City of Alexandria's comments of withholding support for the HOV/Bus/HOT lanes project until such time as the issues detailed in Attachment 1 have been adequately addressed and satisfactorily resolved.

BACKGROUND AND DISCUSSION: See also the attached Transportation Commission memorandum (Attachment 2).

The Alexandria Transportation Commission considered this issue at its meeting on March 4, 2009. Following a staff presentation, the Commission conducted a hearing to receive public comments on the project. Two persons offered testimony during the public hearing:

- **Jeffrey Goodale, President of Brookville-Seminary Valley Civic Association**, addressed BSVCA's concerns regarding this project, requesting (1) reconsideration of the approved categorical exclusion for the project; (2) additional work with local jurisdictions to identify and develop mitigation for project impacts to local streets and neighborhoods; (3) thorough review of and coordination with local jurisdictions on the design exceptions and waivers requested for the project; (4) detailed study of the potential impacts of the proposed new access connection at the Seminary Road interchange on adjacent neighborhoods; and (5) that efficient movement of transit and HOV continue to be the primary purpose of the project. BSVCA's written comments, as submitted to VDOT, are included as an attachment to the attached Transportation Commission memorandum (Attachment 2).
- **Joanne Lepanto, President of Seminary Hill Association (SHA)**, expressed SHA's opposition to high occupancy toll (HOT) lanes inside the Beltway, specifically noting: (1) strong opposition to any new access at the Seminary Road interchange that would connect to

eastbound Seminary Road, even if designated for transit use only; (2) opposition to the location of a transit station in the Seminary Road interchange; and (3) concerns regarding the impact of the project on current HOV operation, the safety implications of the numerous design exceptions and waivers, enforcement, visual pollution, extensive sound wall requirements, impacts on existing trees and landscaping, and increased congestion at the Pentagon and 14th Street bridge. Ms. Lepanto's written comments are included as an attachment to this memorandum (Attachment 3).

In consideration of the information provided in the staff memorandum, testimony offered by the public and the Commissioners' independent knowledge of the project, the Commission voted unanimously to recommend to Council that comments be submitted to VDOT on behalf of the City that: (1) state that the City withhold support for the I-95/395 HOV/Bus/HOT Lanes Project until such time as the questions and concerns of the City are adequately addressed; and (2) convey those questions and concerns expressed in the staff memorandum, raised by the public and incorporated by the Commission.

A draft letter incorporating the Transportation Commission recommendations is attached for Council consideration (Attachment 1).

FISCAL IMPACT: There are no fiscal impacts associated with the recommended action.

ATTACHMENTS:

1. Draft letter to the Virginia Department of Transportation based on the recommendations of the Transportation Commission.
2. Transportation Commission docket memorandum #2, March 4, 2009 (including comments submitted by the Brookville-Seminary Valley Civic Association).
3. Written comments submitted to the Transportation Commission on behalf of Seminary Hill Association.

STAFF:

Mark Jinks, Deputy City Manager

Rich Baier, Director, Transportation and Environmental Services

Tom Culpepper, Deputy Director, Transportation and Environmental Services

Jim Maslanka, Division Chief, Transit Services and Programs

ATTACHMENT 1

March 16, 2009

Mr. Ronaldo T. Nicholson, P.E.
Regional Transportation Program Director
Virginia Department of Transportation
6363 Walker Lane, Suite 500
Alexandria, Virginia 22310

Re: I-95/395 HOV/Bus/HOT Lanes

Dear Mr. Nicholson:

On behalf of the City of Alexandria, I am providing the City of Alexandria's comments concerning the referenced project for consideration by the Virginia Department of Transportation. These comments were authorized by the Alexandria City Council following a public hearing on March 14, 2009.

As the enclosed comments indicate, the City of Alexandria has concerns about the overall project concept, several design and operational elements, its possible impact on current transit and HOV operations, and the associated enforcement and emergency response plans. In light of these concerns, the City has determined that it must withhold support for this project until such time as our questions and the issues detailed in the enclosed attachment have been adequately addressed and satisfactorily resolved.

Thank you in advance for your consideration of these comments, and we look forward to the Department's responses on these matters.

Sincerely,

William D. Euille
Mayor

Enclosures

cc: The Honorable Members of City Council
Chair and Members, City of Alexandria Transportation Commission
James K. Hartmann, City Manager
Mark Jinks, Deputy City Manager
Rich Baier, Director, Transportation and Environmental Services
Tom Culpepper, Deputy Director, Transportation and Environmental Services

City of Alexandria, Virginia
Comments on the I-95/395 HOV/Bus/HOT Lanes

March 14, 2009

Project Concept

1. Based on the operational analysis summarized in the Interchange Justification Report (IJR), the overall benefits of the project appear minimal, with relatively limited increase in the volume of traffic served and predominately “neutral impacts” on traffic operations. Moreover, project benefits appear more pronounced in the southern segments of the project than in the northern segments, particularly on I-395 inside the Capital Beltway. What benefits, if any, are projected within the northern segment of the I-395 portion of the corridor as a result of this project?
2. The summarized IJR analysis results do not distinguish between the general purpose lanes and the HOV/bus/HOT lanes. These results must be disaggregated to separately identify the project benefits and impacts on the general purpose and reserved use lanes.
3. The current I-395 HOV/transit facility is functioning satisfactorily, with the exception of recurring congestion near its northern terminus, and the proposed project appears to only exacerbate this condition. Additional information demonstrating that the receiving roadway network can adequately serve the increased volume of traffic projected to enter and depart the HOV/bus/HOT lanes near the northern terminus during peak periods is requested for review and consideration of all potentially impacted local jurisdictions.
4. As conceived, this project is more supportive of continued suburbanization than of local jurisdiction plans for transit-supportive urban development and transportation systems appropriate for that environment. With our local streets significantly impacted by commuter vehicular traffic on a daily basis, Alexandria is concerned that this project will result in even greater commuter impact on our local streets and neighborhoods. Analyses to date have been limited the I-95/395 corridor and immediately adjacent local streets. We continue to request that these analyses be expanded to include all impacted local streets, and that project agreements include both financial and operational provisions that can effectively avoid or mitigate all adverse impacts to our local streets.

Design and Operational Elements

5. As currently designed, the project requires 18 design exceptions and waivers, the majority of these relating to lane and shoulder width in the northern segments. The effects of these exceptions and waivers on safety have not been, but must be adequately addressed. Unless the safety of the HOV/bus/HOT lanes can be

reasonably assured, the final project agreements must include provisions that discontinue HOT lane operations inside the Capital Beltway and return to existing HOV/transit conditions based on an independent finding that the safety performance of the HOV/Bus/HOT lanes has failed to maintain the current level of public safety.

6. The proposed new south-facing access ramp at Seminary Road, designated for transit use only, raises a number of questions for the City of Alexandria. We request clarification or additional information on the following:
 - How will the transit-only restriction be enforced to insure minimal violation rates?
 - Even if VDOT agrees to a transit-only restriction, what is to prevent VDOT from reversing that decision and allowing all vehicle types to use this exit?
 - Would VDOT sign a binding agreement with the City to limit access to transit vehicles only?
 - Believing the transit-only restriction will prove difficult to effectively enforce, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
 - The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
 - VDOT is currently working with the City and the Department of Defense in seeking approval of a modification of this interchange to provide direct ingress and egress to the adjacent BRAC 133 site. Will the proposed new south-facing access point preclude this modification?
 - What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?
7. Proposed changes to the Shirlington/Quaker Lane interchange include the addition of a new south-facing entry point to the HOV/Bus/HOT lanes, five new traffic signals, one at each of the interchange entry points, and additional lane capacity on both the rotary and interchange approaches. Staff in both Alexandria and Arlington are concerned that this interchange cannot be operated satisfactorily and may experience unacceptable traffic backups on the local roadways. Alexandria needs from VDOT convincing information indicating that the facility will operate in a satisfactory manner after modification to accommodate the HOT lanes.

Transit and HOV Operations

8. Alexandria considers the proposed BRT operation in the HOV/Bus/HOT lanes an essential element of this project; however, there are significant concerns about the operation of and access to the associated in-line station at Seminary Road. We are aware of the BRT operational study that is currently underway and ask that options to incorporate this service into the transit center being constructed as part of the BRAC 133 facilities be identified and evaluated, in addition to the in-line station. The City

will reserve comment on this element until the findings and recommendations of that study are available.

9. There are currently sixty-eight (68) transit buses (DASH, WMATA, Fairfax County Connector, and PRTC) per hour using the existing HOV lanes during the morning peak and seventy-eight (78) transit buses per hour during the evening. The lane narrowing for conversion from two to three lanes, the narrower shoulders and the addition of HOT lane traffic will likely decrease the operating speed for transit vehicles and deteriorate the transit service delivered by all local and regional providers. Alexandria needs to know the extent to which transit speeds will decrease for transit vehicles using the HOV/Bus/HOT lanes and who will fund the additional capital and operating costs associated with maintaining current service levels.

Enforcement and Emergency Response

10. Originally it was indicated that automated technology would be used to enforce HOT lane compliance. It now appears this will not be the case. A clear and comprehensive enforcement plan should be developed and made available to local jurisdictions and the public, specifically addressing:
 - The use of electronic or photographic enforcement techniques;
 - The agency or agencies responsible for enforcement;
 - How enforcement will be effectively accomplished without compromising safety or unduly impacting operations; and
 - What is the estimated cost of enforcement and how will it be funded.
11. Some aspects of the emergency/incident response plans for this project need clarification and/or better definition. These include:
 - How will emergencies, such as collisions and vehicle breakdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/clearance policy or plan?
 - Will local first responders be expected to respond to emergencies and/or incidents in the HOV/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
 - How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where is it located?

ATTACHMENT 2

Alexandria Transportation Commission
March 4, 2009

Agenda Item # 2

Issue: Consideration of Comments to the Virginia Department of Transportation on the I-95/395 HOV/Bus/HOT Lanes Project

Issue: Consideration of a recommendation to City Council on comments to be made on behalf of the City of Alexandria regarding the Virginia Department of Transportation project to implement high-occupancy vehicle/toll (HOT)/bus lanes on I-95 and I-395.

Staff Recommendation: That the Transportation Commission recommend to City Council those comments on the I-95/395 HOV/Bus/HOT lanes Project that it feels are appropriate for submission to the Virginia Department of Transportation in the form of a resolution or letter to the Commonwealth Secretary of Transportation.

Background: In September 2003, the Virginia Department of Transportation (VDOT) received an unsolicited proposal submitted under the Commonwealth's Public-Private Transportation Act of 1995 (PPTA) to develop, design, finance and construct new high-occupancy toll (HOT) lanes on I-95. As required by the PPTA, competitive proposals were solicited for the development, financing, design, construction, operations and maintenance of the Interstate I-95/395 Bus Rapid Transit/HOT Lanes System. Following a review of the proposals received, the proposal submitted by Fluor-Transurban was selected and an Interim Agreement to Develop and/or Operate the I-95/395 HOT Lanes Project was entered into between VDOT and Fluor-Transurban, in October 2006.

HOT lanes are projects which allow high occupancy vehicles to travel for free while permitting single-occupancy vehicles (SOV) to pay a toll to travel on them. The inducement for paying this toll is that general purpose lanes are so congested that some people will pay to avoid this congestion. While toll lanes have been in existence for many years, HOT lanes have only come into vogue, with the advent of automated toll collecting devices such as the SMART TAGs. This permits toll collection, without slowing down vehicle flow. These tolls are dynamically set, allowing the HOT lanes authorities to raise the tolls to maintain free flow conditions.

Due to the high level of traffic congestion in Northern Virginia, HOT lanes are being promoted as a way to provide more capacity for highway users, at no or very low cost to taxpayers. An additional incentive for developing HOT lanes is the possibility of providing increased transit services in the affected corridor using a portion of the HOT lanes revenues collected by the private operators (concessionaires). One HOT lanes project is currently being constructed in Northern Virginia. This project will provide two

new HOT lanes in both directions on the Capital Beltway (I-495) between the Springfield Interchange and the Dulles Toll Road. The second project, currently in the development phase, affects Alexandria much more significantly than the first. This proposal calls for building HOT lanes from Eads Street/Pentagon in Arlington County to Massaponax in Spotsylvania County. As currently proposed, this project will expand the existing HOV-3 lanes in the I-95/395 corridor from two to three lanes, extend the HOV/HOT lanes south to Massaponax in Spotsylvania County and provide \$195 million in concessionaire payments to be used for transit improvements in the corridor.

Since the interim project agreement was signed in 2006, VDOT and Fluor-Transurban have moved forward with preliminary engineering, operations plans, and traffic and revenue studies. The northern section of this project, between Eads Street/Pentagon in Arlington County and Garrisonville Road (Route 610) in Stafford County, has been approved by Federal Highway Administration (FHWA) as a Categorical Exclusion (CE) under the National Environmental Protection Act (NEPA). An Interchange Justification Report for the northern section of the project was filed in January 2009. These and other project documents are available at <http://vamegaprojects.com/projectSummary03.html>.

A key study which that was completed during project development was to determine what types of transit could be supported by concessions payments from the HOT lanes. Initially, Fluor-Transurban proposed a preliminary package of transit services to be subsidized by the HOT lanes in December 2006. This package was used as the initial input to the TIP/CLRP description, which was amended into the region's Constrained Long Range Plan in 2007. This initial package of transit improvements was subsequently found to be inadequate and in 2007, the Virginia Department of Rail and Public Transportation (VDRPT), working with the local affected jurisdictions, initiated a thorough, year long study to develop a new package of transit options for the corridor. The new transit plan that emerged from the VDRPT study benefits Alexandria in several ways, specifically providing:

1. Funding for reduced headways on WMATA Route 7B -
 - \$3,266,637 for the operating costs for 20 years of this service enhancement. The project will cover all of the operating costs of this headway reduction after factoring in a 30% farebox recovery ratio.
 - \$1,000,000 for the initial capital costs of bus equipment necessary to implement this enhancement and replacement costs based on a 12 year service life.
2. Funding for new, all-day service between Kingstowne and Shirlington/Pentagon, generally along Alexandria's proposed Van Dorn/Beauregard transit corridor.
 - Provides 20 minute peak and 30 minute off peak headways.
 - Pays \$38,134,096 for the operating costs for 20 years of this service. The project will cover the operating costs of this new service after factoring a 30% farebox recovery ratio.

- Pays \$5,000,000 in initial capital costs of bus equipment necessary to implement this new service and equipment replacement costs based on a 12 year service life.
3. Funding the capital and operating costs for new bus services between Prince William County and Old Town Alexandria.
 4. Funding increased capacity on VRE trains serving patrons traveling to and from Alexandria.
 5. Funding \$10,000,000 for a proposed in-line transit station in Northern Virginia. As technical analyses may justify and the City may consent, Alexandria may be the site for this facility.

Questions that were not addressed by the VDRPT I95/I-395 TDM study was whether some type of bus rapid transit (BRT) in the HOT lanes corridor, as proposed by Fluor-Transurban, was feasible, and whether in-line stations, such as the one which might be located at Seminary Road are feasible and desirable. An additional study to address these questions was initiated in December 2008 and is scheduled provide recommendations on these matters in Spring 2009.

In January 2009, Design Public Hearing Plans for the northern section of the project were released for review and hearings were conducted on February 9, 10 and 11 in the Town of Dumfries, Springfield and the City of Alexandria, respectively. Considering comments received during these hearings, the final scope and cost of the project will be developed, commercial terms will be finalized with Fluor-Transurban, and the design-build phase will start with construction expected to begin near the end of this year or in early 2010. VDOT anticipates opening the northern portion of the project in late 2012 or early 2013.

Discussion: As part of the design public hearing process, the City can submit comments to VDOT on the overall I-95/396 HOV/Bus/HOT Lanes project and/or specific project elements. In considering these comments, the City may also elect to revisit its previous position on one specific project element, the addition of a south-facing connection to the HOV/Bus/HOT lanes at the Seminary Road interchange. The City is now on record as being opposed to any such connection.

City staff attended the design public hearings conducted in Springfield on February 10 and in Alexandria on February 11. VDOT reported these hearings were advertised in several area newspapers, on the web, through e-mail and by distribution of over 75,000 postcards to residents along the project corridor. The hearing format was the same at all three locations, a two-hour open house to provide project information and respond to questions about specific project features, followed by a hearing to receive comments on the project. The total attendance at the hearing in Alexandria was reported to have been 110 persons (open house and hearing). The reported attendance in Dumfries was 90 and 110 in Springfield.

At the hearing in Springfield, an estimated 70 to 80 persons were present at the public hearing portion of the program; however, only eleven persons, none residents of Alexandria, provided testimony at the hearing. Four persons expressed definite support for the project, two were definitely opposed to the project and the remaining expressed concerns about the project, but did not indicate an overall position concerning the project. Among speakers in favor of the project, the Northern Virginia Transportation Alliance, a business group generally in favor of any additional transportation capacity, two people representing chambers of commerce, and one private citizen spoke in favor of the project. The two persons opposing the project were either carpoolers or are sluggers who were concerned about the impact of the HOT lane proposal on carpool commuters. These persons indicated that the HOT lanes would simply deliver cars faster to the 14th Street Bridge and the District of Columbia, where they would still be confronted with congestion. They were also concerned that the HOT lanes would force people from carpools to single-occupancy vehicles. The final set of people raised concerns such as the need for more sound walls to protect neighborhoods from increased noise, and bicycle access across the expressway.

An estimated 70 persons attended the hearing portion of the program in Alexandria. Eighteen persons testified during the public hearing, 13 from Arlington County, four from Alexandria and one from Springfield. Overall, three persons (none Alexandria residents) clearly expressed opposition to the project, one (an Alexandria resident) clearly expressed support. The remainder raised concerns with the project without expressing overall support or opposition. Alexandria residents commented on the following issues:

1. The proposed new transit ramp at Seminary road and improvements to the mid-level interchange platform are critically important elements in light of the BRAC 133 site selection.
2. The proposed BRT service and in-line station at Seminary Road, now under operational study, is essential for this project to be successful.
3. Noise resulting from the increased volume of traffic is a concern along the east (south) side of the I-395 corridor.
4. The aesthetics of the proposed sound barriers is a concern. The earth berm approach used along the Winkler Center is preferable.
5. The proposed new ramp at Seminary Road should be opened to HOV traffic as well as transit.
6. The project design should accommodate direct access to and from the DoD site as is currently being studied.
7. The current HOV-3 lanes are working well. The addition of HOT lane vehicles may degrade current performance and discourage carpooling.
8. The HOT lane concept does not support the type transit oriented development that is being sought inside the Capital Beltway.
9. The design exceptions being requested for narrow lanes and substandard shoulders inside the beltway are a safety concern.

Board Member Jay Fisette presented Arlington County's recently adopted resolution on the I-95/395 HOT Lanes project and NVTC Executive Director Rick Taube resubmitted NVTC's prior comments, noting that these had not yet been adequately responded to. Concerns of non-Alexandria residents, primarily residents of the Fairlington area, included: (1) extent and design of the sound barriers; (2) increased neighborhood traffic; (3) operation of the Shirlington rotary (interchange); (4) impact on area air quality; (5) lack of proffers of project revenues for neighborhood amenities; (6) effect of 24/7 operation of the HOT lanes on off-peak commuting; (7) construction sequence, staging and maintenance of traffic; (8) not including an extension of VRE service; and (9) potential impact on current slug commuters.

As part of the design public hearing process, several jurisdictions, regional agencies and at least one Alexandria civic group submitted written comments for the hearing record. Attached for information are comments submitted by: (1) Arlington County (Attachment 1); (2) the Northern Virginia Transportation Authority (NVTA) (Attachment 2); (3) the Northern Virginia Transportation Commission (NVTC) (Attachment 3); and (4) the Brookville-Seminary Valley Civic Association (Attachment 4).

Specific Issues for Consideration – Based on staff's understanding of the proposed project and issues raised by the community, the following are believed to be key issues that the City may desire to provide comments on.

Access at Seminary Road and Potential Cut Through Traffic - Among the more significant issues which have not been addressed in any detail by VDOT or Fluor-/Transurban is how additional access could be provided from the HOT lanes to Seminary Road and whether such access would be beneficial to Alexandria. As noted previously, the City is currently on record as opposed to any such connection to the HOV/HOT lanes. The recent decision by the Department of Defense to construct the BRAC-133 facility housing 6,500 employees at the Mark Center reopens many considerations. One item, which is being funded by the Commonwealth is to determine if a direct access ramp from I-395 into the BRAC facility could relieve potential adverse neighborhood impacts. Since the model runs have been done only for a transit-only access, model runs should be constructed with private automobiles coming from both the HOT lanes and general purpose lanes of I-395. The issue of cut-through traffic from this access point through Alexandria should also be addressed.

Safety of Transit and Other Vehicles – The HOT lanes proposal calls for converting the existing two HOV lanes in the northern portion of the project into three HOT lanes with narrower shoulders. The HOT lanes proposal also calls for signage to be installed in many places along the HOT corridor to notify drivers of tolling prices and accidents. As manufacturers continue to build wider and longer transit vehicles, there will be little margin of error for transit and other vehicles using the narrower lanes at a high rate of speed. Also, in the case of accidents or transit vehicle breakdowns, the narrower lanes and shoulders do not provide enough of a safety refuge for transit vehicles, transit

passengers (in case they need to de-board) and for other vehicles. The signage may also cause issues / distractions for transit and other vehicles as vehicles may merge / weave in and out of the general purpose lanes and into the HOT lanes and vice versa depending on the toll price.

Transit Service Degradation – Currently there are approximately sixty-eight (68) transit buses (DASH, WMATA, Fairfax County Connector, and PRTC) per hour using the existing HOV lanes in the morning and approximately seventy-eight (78) transit buses per hour using the existing HOV lanes in the evening. The narrowing conversion of the existing two HOV lanes into three HOT lanes and the addition of SOV and two person vehicles paying the HOT toll would decrease the speed in which transit vehicles could travel and deteriorate the transit service provided by all local and regional providers. Also, currently at the Pentagon and along other areas of I-395, SOV and two person vehicles wait, at times illegally on the shoulder, until 6:00 pm to use the HOV lanes without penalty. At times, these additional vehicles increase congestion on the HOV lanes and slow down the transit services provided on the HOV lanes. Also, if the average speed of transit vehicles is slowed with the HOT lanes, how will the operating cost to local and regional transit systems and each jurisdiction be applied?

In-Line Transit Station & Access – The revised VDRPT transit plan calls for an in-line transit station in Northern Virginia. Alexandria, more specifically Seminary Road, may be the site for this facility. Questions remain on the feasibility of this in-line station in regards to how the HOT lanes will accommodate this facility along with the additional ramp at Seminary; how pedestrians and transit vehicles will be able to access this facility; the capacity of this facility; transit transfer options at this facility; the safety of passengers waiting at this facility; and who may use the facility.

Operation of the Shirlington Rotary (Interchange) – Proposed changes to the Shirlington (Quaker Lane) interchange include the addition of a new south-facing entry point to the HOV/HOT lanes, five new traffic signals, one at each of the interchange entry points, and additional lane capacity on both the rotary and interchange approaches. Staff in both Alexandria and Arlington are concerned that this interchange cannot be operated satisfactorily and may lead to unacceptable traffic backups on the surface approach roadways. Future meetings are scheduled to review this matter in greater detail; however, jurisdictional staff remain unconvinced at this time that the proposed configuration can operate satisfactorily.

BRAC 133 Security & Wait Areas – Increased security resulting in an elevated Office of Home Land Security threat level may cause a queuing and back ups in the proposed HOT lanes, which will have an effect on transit service, tolling, and congestion in these lanes.

Snow / Ice Removal – Who will be responsible for removing the snow / ice and ensuring transit vehicles are able to travel on the proposed HOT lanes?

Coordination – Who will coordinate with transit providers if there is an accident and / or emergency on the HOT lanes?

Attachments:

Attachment 1 – Arlington County Resolution, January 27, 2009

Attachment 2 - Northern Virginia Transportation Authority, December 11, 2008

Attachment 3 - Northern Virginia Transportation Commission, December 5, 2008

Attachment 4 – Brookville-Seminary Valley Civic Association, February 20, 2009

Staff: Rich Baier, Dept. of Transportation and Environmental Services
Tom Culpepper, Dept. of Transportation and Environmental Services
Jim Maslanka, Office of Transit Services and Programs

**RESOLUTION ON THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S
(VDOT'S) I-95/395 HIGH OCCUPANCY TOLL (HOT) LANES PROJECT**

ADOPTED BY THE ARLINGTON COUNTY BOARD – JANUARY 27, 2009

WHEREAS, the Commonwealth Transportation Board (CTB) is currently in contract negotiations with a private firm, Fluor/Transurban, for a project to convert the two existing High Occupancy Vehicle (HOV-3) lanes on I-95/I-395 between Dumfries and Arlington into a three lane High Occupancy Toll (HOT) lanes facility; and

WHEREAS, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two HOV lanes on I-95/395 outside the Beltway carry about 25 percent more people than the four conventional lanes; inside the Beltway the HOV lanes carry 50 percent more than the conventional lanes in the three hour am peak period; and

WHEREAS, Arlington County is committed to preserving and improving the person throughput in this corridor; and

WHEREAS, Arlington County has articulated a list of questions and issues about this project's impacts on transit, safety, the environment, and local multimodal streets, most recently in a letter dated December 23, 2008 to the Virginia Secretary of Transportation (attached); and

WHEREAS, additional concerns have arisen regarding fundamental inadequacies with the modeling that was used by VDOT to support the environmental documentation including:

1. A modeling area at each interchange that is inadequate to evaluate the project's impact to local streets, according to the Federal Highway Administration's (FHWA's) own guidelines;
2. A failure of the project team to include the extensive public transit routes in the specific interchange models for Shirlington Circle and Eads St;
3. The omission of pedestrian data at any intersections having crosswalks in those same interchange models;
4. The exclusion of a model of existing conditions, which is standard practice for most environmental analysis; and

WHEREAS, the concerns articulated by the County indicate that the model used by the Virginia Department of Transportation (VDOT) in its environmental analysis does not satisfy condition five of the Categorical Exclusion (CE) for the I-95/395 HOT Lanes project (attached) which states that, "the consultant must demonstrate that the proposed project represented by the re-striping and shoulder reconstruction did not point the proverbial loaded gun at the roadway network at either termini forcing additional improvements to be made at either termini;" and

WHEREAS, Arlington County believes that the CE documentation did not receive adequate environmental review and that this project as it is designed today will have an adverse impact on the citizens of Arlington County and the Northern Virginia region; and

WHEREAS, despite these outstanding concerns and the apparent failure to identify and address significant environmental impacts of the project, FHWA has concluded that VDOT and its private partners have satisfied the conditions laid out on August 31, 2006 for a CE; and

WHEREAS, in the federally-required Interchange Justification Report (IJR) for the I-95/395 HOT lanes, VDOT states that the project does meet the specified justification criteria, "The proposal considers and is consistent with local and regional land use and transportation plans." However, the HOT Lanes project does not meet this criterion for Arlington County, and in fact:

1. The current designs for the interchanges at Eads St. and Shirlington Circle are at odds with the stated goals of the adopted Master Transportation Plan, specifically General Policy B which states that the County will, "support the design and operation of complete streets... to enable safe access by all user groups including pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities, allowing these users to access a full range of daily activities."
2. The overall project does not comply with Streets Policy 13 which states that the County will, "Ensure that High Occupancy Toll (HOT) lane implementation does not negatively affect the efficiency of existing transit and carpooling."

NOW, THEREFORE, BE IT RESOLVED THAT, the Arlington County Board concludes that the CE was improperly approved because it fails to address significant environmental impacts of the project. Accordingly, Arlington County respectfully requests that the environmental documentation for the I-95/395 HOT lanes project submitted on December 18, 2008 by VDOT be re-examined by FHWA, including a more careful look at the modeling used to support the environmental conclusions and that a determination consistent with federal environmental requirements be made; and

BE IT FURTHER RESOLVED THAT, the County Board requests that as part of this review, FHWA and VDOT work with the local jurisdictions to ensure that the impacts to localities created by this project are adequately captured and addressed in the environmental documentation and in any subsequent project agreements, including an agreement between Arlington County and the Commonwealth covering financial and operational arrangements to mitigate those impacts; and

BE IT FURTHER RESOLVED THAT, the County Board requests that VDOT acknowledge in its request for approval of the IJR for the I-95/395 HOT Lanes project that the project proposal is not consistent with the comprehensive plan of Arlington County. If VDOT does submit the IJR to FHWA with this inaccuracy, the County Board requests that the IJR be disapproved; and

BE IT FURTHER RESOLVED THAT, the County Board requests that the design exceptions currently under review for this project also receive the same level of scrutiny typical of a project of this magnitude, including close coordination with the local jurisdictions that will be impacted; and

BE IT FURTHER RESOLVED THAT, the County Board continues to withhold its support for the I-95/395 HOT lanes proposal until the questions and concerns expressed by the County are adequately addressed.


Barbara A. Favola, Chairman



The Northern Virginia Transportation Authority

December 11, 2008

The Honorable Pierce Homer
Secretary of Transportation
1111 East Broad Street, Third Floor
Richmond, Virginia 23219

Dear Secretary Homer:

VDOT staff and members of the Fluor/Transurban team have provided individual briefings to the elected officials of each jurisdiction on the status of the HOT Lanes project. Many issues were raised during these briefings; I am writing to formalize these questions and to ask that all the requested information be provided to the NVTa before final National Environmental Policy Act (NEPA) documentation is submitted to the Federal Highway Administration (FHWA).

We appreciate the additional information that the project team briefings have provided, much of it in response to previous requests for information. However, the added detail has raised questions in addition to those that have been articulated by the NVTa in the past. As you can see from the attached list, the questions and concerns range from transit/HOV issues to enforcement and local street impacts, to safety and public outreach concerns. Some of these issues, like narrow shoulder widths and commuter parking, have been raised many times before. Others, like questions about the impacts to local streets and public outreach are a result of the new detail that was provided by the project team.

We hope you will take adequately address these points before you move forward with submitting the NEPA documentation for the project. NVTa believes that in order for the I-95/395 HOT Lanes project to be adequate, it cannot degrade safety, transit and HOV level of service, or the operations of the adjacent local streets. In order for the project to be successful in providing an added benefit to the region, the project team must work with the local governments to build on the multi-modal success that exists today. Please do not hesitate to contact me should you wish to discuss this further.

Sincerely,

Christopher Zimmerman
Chairman

Cc: Members, Northern Virginia Transportation Authority

NVTA 1-95/395 HOT Lanes Issues
12/11/08

Transit/HOV

1. In Northern Virginia, the informal carpooling arrangement, "slugging," has been very successful in moving large numbers of people in the corridor. This project must ensure that this arrangement continues at its current levels. NVTA would like to see the specific model results for the HOV share of trips on the HOT lanes, and in particular slugs.
2. The project partners must provide transit priority at choke points, such as the ramps. The existing HOV lanes serve transit well; however with the introduction of low occupancy vehicles on the lanes, transit's efficiency could be compromised. We understand that the state is reconsidering a more robust BRT system in this corridor, which the NVTA fully supports. However, we believe that in order to ensure the success of the state's BRT concept and make this a truly multi-modal corridor, there must be some type of priority given to transit at especially congested points along the facility, such as the access/egress points. The Eads Street ramp in particular must provide priority to transit vehicles.
3. The project team must ensure that at a minimum, it meets the federal performance thresholds for HOV lanes that are converted to HOT lanes. These lanes provide the fixed guideway miles that allow Northern Virginia transit systems to qualify for federal funding. Therefore, it is critical to the region that this level of service does not fall below the minimum standards. If the facility is not able to meet the standards to receive federal money, the project partners must replace the lost funding.
4. In addition, HOV and transit users today are experiencing a higher average speed than the federally mandated 45 mph threshold, and therefore mere adherence to the threshold is a degradation. NVTA maintains that the average speeds experienced today on the HOV lanes should continue when these lanes are converted to HOT lanes and this threshold should be formalized in the final agreement.
5. Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor in order to ensure they can adequately and safely accommodate buses. There are concerns about the lanes not being wide enough to accommodate buses and about the discontinuous / substandard width shoulders. In addition, some of the ramp geometry, particularly at Eads, has come into question in terms of the turning radii and grade changes accommodating buses.
6. Commuter parking should be placed where it is most needed, rather than where it is most convenient for the project team. Part of the original commitment from the project team was to construct an initial 3,000 park and ride spaces. The project team must work with staff to build those spaces where they would be most effective.
7. Fluor is proceeding with the design for the Lorton in-line station without any associated parking. The existing VRE parking lot is sized to accommodate current and future VRE demand only. If the in-line station is accessed via the VRE Lorton Station, parking to meet the anticipated demand generated by the in-line station should be identified independent of the VRE station parking. The project partners should provide NVTA with an estimate of

parking demand generated by the in-line station, along with a proposal to accommodate this demand.

Enforcement

8. Originally the project proposed using new technology to ensure that there were no toll evaders. We understand that technology is not yet available, and that instead pull-out areas will be provided for police to enforce proper toll paying. Today the state estimates that there is a 20% violation rate on the existing lanes. Because the Fluor/Transurban proposal for enforcement in the near future is the same as exists today, how do the project partners propose to eliminate violators?
9. The right-of-way inside the beltway is very constrained and it will be difficult to provide pull-out areas for enforcement. It is our understanding that the planned pull-outs inside the beltway are tightly clustered (as the geometry allows), and thus the distance from one pull-out to the next is as far as three miles. Moreover, the pull-outs are not consistently on one side of the travel lanes, so there will be weaving as vehicles try to make their way to one of the pull-outs (or are forced to one of the pull-outs). The planned placement and configuration of these pull-outs makes for a potentially hazardous set of conditions. The project team must provide a detailed plan for how these pull-outs will work, and what the impacts will be on the flow of traffic based on these locations.

Impacts to Local Streets

10. The addition of low-occupancy vehicles will likely cause impacts to the region's local streets, in particular those surrounding the access/egress points along the corridor. As the project moves forward, the team should be providing adequate documentation to local staff in order to determine what these impacts are projected to be. This includes coordinating the modeling assumptions with local jurisdictions, and modeling an adequate impact area at each access/egress point. Based on experience with recent regional projects, each local jurisdiction should have an MOU with the project team outlining how the project's adverse impacts to local traffic movement will be mitigated before the state and Fluor/Transurban enter financial close.
11. Both the operations of the signals and the surrounding local streets of each access/egress point should be revisited annually by both the project team and the local jurisdictions. This review should include an examination of volumes and how they compare to the model projections. If the impacts are determined to be worse than projected, the project team must work with local jurisdictions to mitigate the additional impacts. This review should be part of the MOU referenced in the above bullet.
12. The project team should also have a separate MOU with the local jurisdictions regarding the maintenance of traffic plan during construction. The plan should outline various strategies to manage overflow traffic on the local street network and be consistent with local jurisdictions' traffic management plans and policies.

Safety

13. We are particularly concerned about narrow shoulder widths along the length of the corridor. The project partners should provide NVTa the design exception documentation, and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
14. The NVTa was very disappointed with the Safety Study. The Safety Study did not specifically address the I-95/395 HOT Lanes facility and potential safety issues, but rather provided a review of existing literature. Moreover, none of the other HOT lanes experiences cited in the Safety Study featured the combined complexities of the subject project, including: narrow lane widths; discontinuous / substandard shoulders; a high incidence of buses / HOV-3+ users; and frequent on and off ramps that will become even more frequent if the project is implemented as proposed. When these observations were made at the meeting where the Safety Study results were discussed, VDOT staff indicated that the lessons learned would be applied to the I-95/395 HOT Lanes facility during the course of design. To that end, NVTa is expecting to see the project team address specific areas along the corridor where these concerns are present, developing a detailed plan for remediation. We must also see the incident management plan that includes transit and auto scenarios.

Public Outreach

15. A public meeting should be held in every jurisdiction along the corridor. The northern segment of this project covers 56 miles. In order to adequately provide out-reach in this large of an area, there must be a public hearing in every impacted jurisdiction, much like the first round of Public Information meetings.
16. There must be ongoing coordination with the local jurisdictions and agencies, especially with respect to the design exception requests. As these have impacts on the operations of transit service and streets within local control, a satisfactory resolution of these issues must involve all stakeholders so that these operations can continue in a safe and efficient manner.



December 5, 2008

The Honorable Pierce R. Homer
Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, VA 23219

Dear Secretary Homer:

At its December 4, 2008 meeting, the Northern Virginia Transportation Commission received a presentation from several representatives of the I-95/395 HOT Lanes project team on the current status of this major undertaking. The commission then determined that there remain several outstanding issues that have not been addressed to our satisfaction. The commission voted unanimously to bring these to your attention and to ask that you respond as soon as possible and certainly before final NEPA documentation is submitted to the Federal Highway Administration.

At the heart of our ongoing uneasiness with this project is the essential fact that much of the project involves taking a facility that was built originally primarily for transit and converting it to another use. A recent study for NVTC showed that this facility now carries twice as many persons per lane per hour (3,106) as the parallel general purpose lanes (1,566) at a screenline just outside the Beltway during the morning peak period. To be successful, the HOT lanes project must meet or exceed this level of performance.

At this point the risks of deteriorating performance on the existing tax-payer funded facility and on adjacent local streets as a result of this conversion appear substantial. A successful project would be in our region's best interests, especially given the lack of state transportation funding, but we have yet to be convinced that the risks are worth taking; accordingly we are requesting the information described below.

NVTC's Concerns and Requests



4350 N Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtdc.org • Website www.thinkoutsidethecar.org

1. Please provide specific modeling results from traffic and revenue forecasting. This information should include shares of HOV trips on the HOT lanes, including informal carpooling (slugs). We are aware that many current "sluggers" are very concerned about the future.
2. What are projected traffic hot spots, particularly at points of access and egress, that may affect the reliability of transit service? What are the plans to mitigate congestion at each of these locations?
3. What provisions are in place to ensure that local governments and transit systems do not incur additional expense to resolve congestion that may spill over to local streets? Modeling of these impacts should be coordinated with local governments. Based on recent experience on similar projects memoranda are needed between each local government and the project team to provide compensation for financial impacts on local governments. Further, for each year in the future results should be evaluated and if impacts are worse than projected, the project team should commit in those MOU's to mitigate the impacts.
4. Will the project team be required to maintain current performance after conversion to HOT lanes? Federal performance standards for HOV lanes converted to HOT lanes would allow lower average speeds (i.e. 45 m.p.h.) than those currently experienced (i.e. 55 m.p.h. inside and 65 m.p.h. outside the Beltway). In the event average performance drops below the federal minimum of 45 m.p.h., what provisions are in place to reimburse the region for the millions of dollars of FTA formula funds that would be lost each year? Average speeds may hide unacceptable periods of delay, so please report on anticipated variability within that average. We know from experience that transit customers will not tolerate periodic extensive delays even if average speeds meet the minimum standard.
5. Transit systems have warned about serious safety concerns from 11-ft lanes, discontinuous shoulders as narrow as 2-ft. and ramp geometry with limited turning radii and grade changes. Also, pull-out areas are inconsistently placed as far as three miles apart on opposite sides which could lead to weaving and other hazards. A safety study by Halcrow Associates did not examine the specific combination of factors present in this project. While VDOT is reported to be examining mitigation measures for design exceptions to be requested of FHWA, no information has been shared about exactly why it is believed that such a combination of risk factors can be deemed to be safe. Transit systems wish to be protected against claims arising from these design exceptions, since, for example, operating 11-ft buses with additional side mirrors in 11-ft lanes is obviously a serious concern.

Also the project team has stated that an incident response plan will serve to reduce the risk of disabled buses on the facility. More details should be shared about such a plan.

6. Enforcement is a concern that affects transit performance and safety. Without an effective enforcement process, transit levels of service may bog down due to congestion and officers on the HOT lane rights-of-way may pose safety risks. When will specific enforcement plans be available for review? Please share the specific technologies that will be used to identify and enforce free HOV users.
7. For the I-95/395 HOT lanes project, the project team should ensure that the public is fully informed by sharing specific plans in sufficient time to allow public comments to be considered and incorporated. This request pertains not only to environmental factors but also to all of the plans (design, traffic, revenue, enforcement, etc.). In planning to provide parking and access and egress facilities, the project team should learn from public reactions on the Beltway HOT lanes project. The media have reported recently that many persons have stated that they were not aware of the intention to cut large swaths of trees along the Beltway and they are also concerned about storm water management.
8. What is the additional capacity to be accomplished for person-through put in peak and non-peak periods?

Thank you for the opportunity to share these requests with you and the project team. Most of these requests are long-standing and we do wish to ensure that they are heard and considered.

Please feel free to contact me with any questions.

Sincerely,

William Eulle
Chairman

cc: NVTa Chairman Chris Zimmerman
NVTC's Local Governments
Tim Young
Young Ho Chang

BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION, INC.
P.O. Box 23348
Alexandria, VA 22304

February 20, 2009

Mr. Ronaldo T. Nicholson, P.E.
Regional Transportation Program Director
Virginia Department of Transportation
6363 Walker Lane, Suite 500
Alexandria, VA 22310

Re: I-95/395 HOV/Bus/HOT Lanes

Dear Mr. Nicholson:

The Board of Directors of Brookville-Seminary Valley Civic Association, Inc. ("BSVCA") respectfully submits these comments relating to the I-95/395 HOV/Bus/HOT Lanes project (the "Project"). As discussed below, we request that the Virginia Department of Transportation ("VDOT") respond to crucial questions and conduct necessary additional studies requested by various entities, including Arlington County, the City of Alexandria, the Northern Virginia Transportation Commission ("NVTC"), and the Northern Virginia Transportation Authority ("NVTA"), before proceeding with the Project.

The BSVCA, which is comprised of individuals from several hundred households in the Brookville-Seminary Valley area of the City of Alexandria, is a non-profit organization that seeks to promote the best interests of Alexandrians. Given the close proximity of the Brookville-Seminary Valley area to I-395, the Project is of great interest to the BSVCA.

We are aware that Arlington County has articulated a list of questions and issues about the Project, including fundamental inadequacies with the modeling that was used to support the environmental documentation, and that it believes that the Categorical Exclusion ("CE") documentation did not receive adequate review by VDOT and the Federal Highway Administration ("FHWA"). We further understand that numerous multi-jurisdictional organizations, including the NVTC and the NVTA, have also expressed concern about the Project and its impacts on transit and mobility in the region. We also are cognizant of the fact that the City of Alexandria has requested that VDOT and Fluor/Transurban conduct a study to evaluate the potential impact of creating HOT access at the Seminary Road interchange connection on adjacent residential neighborhoods. In addition, we recognize that several municipalities, including Arlington County, have expressed the view that the Project, as it is designed today, will likely have an adverse impact on citizens across the Northern Virginia region.

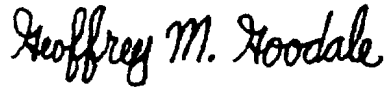
For the reasons discussed above, we make the following requests. To begin with, we urge that the CE documentation be re-examined by the FHWA, including a more careful look at the modeling used to support the environmental conclusions, and that the FHWA and VDOT work with local jurisdictions to ensure that the impacts to localities created by this project are adequately captured and addressed in the environmental documentation and any subsequent Project agreements, consistent with the conditions of the CE. We also ask that the design exceptions currently under review receive the same level of scrutiny typical of a project of this magnitude, and that there be close coordination with the local jurisdictions that will be impacted. In addition, we request that VDOT and Fluor/Transurban conduct a study to evaluate the potential impact of creating HOT access at the Seminary Road interchange connection on adjacent residential neighborhoods, as has previously been requested by the City of Alexandria. Finally, we urge VDOT to keep

Mr. Ronaldo T. Nicholson, P.E.
February 20, 2009
Page 2

in mind that the efficient movement of transit and HOV should continue to be the primary purpose of these lanes, and that the design of the Project should reflect this priority.

Your consideration of our comments is greatly appreciated. If you have any questions regarding our comments, please do not hesitate to contact me at geoff.goodale@bsvca.net or (703) 618-6640.

Respectfully submitted,



Geoffrey M. Goodale
President, Brookville-Seminary Valley Civic Association, Inc.

cc: Mayor William D. Euille and Members of City Council
Mr. James Hartmann, City Manager of the City of Alexandria
The Honorable Patricia S. Ticer
The Honorable Charniele Herring

ATTACHMENT 3

City of Alexandria Transportation Commission
Meeting and Public Hearing
Wednesday, March 4, 2009

Agenda Item #2

Consideration of Comments to the Virginia Department of Transportation on the I-95/395
HOV/Bus/HOT Lanes Project

Comments of Joanne Lepanto
on behalf of the
Seminary Hill Association, Inc.

My name is Joanne Lepanto and I live at 4009 North Garland Street. I am the President of the Seminary Hill Association, Inc., and I am speaking on behalf of Seminary Hill tonight.

Seminary Hill is opposed to HOT lanes inside the beltway on I-395 in general, and we have several specific concerns.

First and foremost, we are adamantly opposed to any off-ramps onto Seminary Road East. Thank you to everyone in the City who played a role in the City's 2002 Resolution opposing HOV off-ramps at Seminary Road, and I hope that you will uphold this resolution. Seminary Road is a residential street that runs right through the heart of Seminary Hill and connects with other residential streets including Jordan, Howard, Braddock, Fort Williams, Quaker and Janney's, all of which could and would likely be used as cut-through routes through our neighborhoods.

We oppose such a ramp even if it is initially designated as transit- or bus-only. Once it is built, there will always be the potential for it to be opened up to cars at some point. Also, Seminary Road from I-395 to Quaker Lane is already well-served by Dash and Metro buses.

If an off-ramp onto Seminary Road West is desired by a majority of the citizens living west of I-395 and supported by the City, it must be designed

in such a way that would not allow vehicles to enter the interchange and circle around to head East on Seminary Road.

We are also opposed to a transit station being built in the middle of the Seminary Road interchange.

And the plans for proposed changes to the Shirlington circle with so many additional traffic signals look frightening.

Speaking more broadly, I question the wisdom in taking one of the most, if not *the* most, successful carpool projects in the country and risking compromising its success.

I also question the wisdom of extending HOV or HOT lanes from so far south heading north onto I-395. Doesn't this send the wrong message? Move as far away as you want and we will make it easier for you to commute by car into one of the most congested traffic situations in the country. And once HOV or HOT lanes are built all the way to Massaponax, even more housing developments will follow.

We have safety concerns with the narrow widths proposed for some of the lanes and shoulders, which could increase the number of accidents and most certainly would negatively affect incident response times.

And how would HOVs versus HOT cars be identified? If the technology doesn't already exist and if it hasn't already been tested and proven in the real world, that's not good enough.

And there is the visual pollution. At the Community Meeting in February, VDOT spoke of extensive new signage. How many signs? Where? What do they look like?

And more information is needed on the proposed sound walls which, on VDOT's maps, line both sides of virtually every foot of I-395 between Seminary and Quaker. Will they really help? Will I-395 be made as ugly as what is already being done to the beltway?

And VDOT has been vague about how many trees will be lost. We need more detailed information and commitments.

I was told by VDOT that unlike the beltway HOT lanes, the I-95/I-395 proposed HOT lanes would not include penalties to be paid *to* the operator in the event that the HOT lanes do not generate sufficient toll revenue. If this proposal moves forward, please make certain that this is the case—if gas prices return to \$4.00/gallon or more and people get out of their cars, whether HOV or HOT vehicles, Virginia taxpayers should not bear the risk of what the operator deems to be insufficient revenue.

And finally, what will happen to all of the vehicles as they approach the Pentagon and the 14th Street Bridge? Where will they go? I am sure you have all heard the same reports over the past couple of weeks stating that I-395 at the 14th Street Bridge is the most congested traffic area in Northern Virginia. VDOT clearly has not addressed this adequately.

In closing, Seminary Hill opposes the construction of HOT lanes on I-395. There is no benefit, yet we would bear many costs in the interest of encouraging people to commute from much too far away into what is already a terribly congested area. If, however, this project does move forward, please do not allow access from these lanes onto Seminary Road East.

At a minimum we ask that you withhold support for the proposed HOT lanes inside the beltway on I-395, if not oppose this proposal outright.

Thank you for your consideration.



Jon Kalbfleisch
<kalbfleisch2@comcast.net>

03/16/2009 08:55 PM

Please respond to
Jon Kalbfleisch
<kalbfleisch2@comcast.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: HOT Lanes at Shirlington Circle

9
3-14-09

Time: [Mon Mar 16, 2009 20:55:27] IP Address: [69.143.34.238]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Jon

Last Name: Kalbfleisch

Street Address: 3729 Gunston Road

City: Alexandria

State: VA

Zip: 22302

Phone: 703-820-6748

Email Address: kalbfleisch2@comcast.net

Subject: HOT Lanes at Shirlington Circle

To whom it may concern:

As a longtime resident of Parkfairfax, mere

seconds from the Gunston Road entrance to Shirlington Circle, I am strongly
opposed to the creation of HOT lanes and the attendant traffic lights,
sound barriers, and/or tree removal that would result from that project
along 395.

As a designated historic landmark, Parkfairfax is worthy of

Comments: special consideration to avoid being permanently scarred, and there is
considerable doubt that such a project is even necessary.

Toward that

end, I hope that you will use all methods at your disposal to challenge or
otherwise halt the proposed project along 395 and especially at Shirlington
Circle.

Sincerely,
Jon Kalbfleisch



Harriett McCune
<harriett.mccune@verizon.net>

03/13/2009 06:24 PM

Please respond to
Harriett McCune
<harriett.mccune@verizon.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: I-95/398 HOV/Bus/Hot Lanes Project

9
3-14-09

Time: [Fri Mar 13, 2009 18:24:32] IP Address: [141.156.34.92]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Harriett

Last Name: McCune

Street Address: 19 Fort Williams Pkwy

City: Alexandria

State: VA

Zip: 22304

Phone: 703-370-1652

Email Address: harriett.mccune@verizon.net

Subject: I-95/398 HOV/Bus/Hot Lanes Project

Dear Mayor and Members of Council,

I am a resident of Ft. Williams

Parkway, and I am writing to express my opposition to plans for an off-ramp from the northbound HOV/Bus/HOT Lanes onto Seminary Road East. I am a member of the Seminary Hill Association, and I agree with the recent testimony of Joanne Lepanto, President of the Association, before the Alexandria Transportation Commission, opposing this project and raising concerns regarding the potential harm and disruption to our residential neighborhoods.

A number of residents in the area have already expressed to me their desire to leave Alexandria as soon as possible, even before anything occurs related to the potential traffic disruptions in connection with the construction. There certainly isn't anything to look forward to regarding the additional traffic that will occur when the Army facility is complete. The off-ramp would compound any other effects of the Army

Comments:

facility.

Thank you for your consideration. I certainly hope that you will look after the tax-paying residents of the impacted areas and protect us and our residential neighborhoods by opposing the off-ramp.

Sincerely,

Harriett McCune



Barbara Esbin
<besbin@comcast.net>

03/13/2009 07:09 PM

Please respond to
Barbara Esbin
<besbin@comcast.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Proposed HOT Lanes Off-Ramp on Seminary
Road

9
3-14-09

Time: [Fri Mar 13, 2009 19:09:11] IP Address: [68.34.23.252]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Barbara
Last Name: Esbin
Street Address: 4107 Orleans Place
City: Alexandria
State: VA
Zip: 22304
Phone: 703 212-6698
Email Address: besbin@comcast.net
Subject: Proposed HOT Lanes Off-Ramp on Seminary Road
I am writing to oppose approval of the proposed HOT Lanes Off-Ramp onto
Comments: Eastbound Seminary Road. I support Joanne
Lepanto's testimony on behalf
of the Seminary Hill Neighborhood Association opposing this plan.



Stephen Ahern
<scahern250@yahoo.com>

03/15/2009 10:39 PM

Please respond to
Stephen Ahern
<scahern250@yahoo.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Proposed HOT lanes on 395

9
3-14-09

Time: [Sun Mar 15, 2009 22:39:54] IP Address: [69.143.33.11]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Stephen

Last Name: Ahern

Street Address: 3702 Gunston Rd

City: Alexandria

State: VA

Zip: 22302

Phone: 703 597 3192

Email Address: scahern250@yahoo.com

Subject: Proposed HOT lanes on 395

I'm writing this letter in the hopes that you and others involved will take a moment to reconsider the current proposal to construct HOT lanes on the 395 corridor. I am a resident and home owner in Parkfairfax for almost 6 years now so my proximity to the proposed construction zone makes this an issue of paramount importance to me, as well as all other residents of my neighborhood. I have had an opportunity to view the proposed construction zone and my comments will touch upon those, as well as other concerns I believe are relevant when considering an undertaking of this magnitude.

First and foremost the proposed construction plan will cause what I feel will be an unnecessary disruption and burden to our lives throughout the duration of the project. Many, if not most of us here in Parkfairfax, as well as those who live throughout the City of Alexandria selected this area because of the location. That location involves proximity to our places of work, as well as our respective places of interest whatever they

may be; from easy access to DC, to grocery stores, hiking trails, restaurants, and any of the myriad offerings of our City of Alexandria. In making that decision we consciously gave up certain other "opportunities" that we could have chosen had they been as important. We could have looked for larger houses with more land, more modern architecture or newer appliances, less diverse neighborhoods, or places where some feel the school systems are better. But we didn't. We settled here, and this is our home because of the place it is and all that the City of Alexandria represents. As such I do not consider my home, our homes, to simply be some collection of houses along a road others chose to travel on their way to work. So from that point of view I cannot for the life of me conceive of how this proposed "improvement" can in any way improve the quality of my life or any of the other residents of our City.

That said, I can

understand the face value attraction this project represents to those who oversee the traffic issues in the area. Traffic is an issue and I'm not shortsighted or hardhearted enough to ignore the reality of the issue. From an objective point of view though I truly question the efficacy of this solution because I don't think it actually aims to solve the true traffic issue. Anyone who has ever commuted into or out of DC knows that traffic snarls occur at various merges along the corridor, but the true choke points occur at the 14th Street Bridge heading North and Rt. 236 heading South. Perhaps I am missing something but I have not come across any proposal to widen either of those areas, and without that as a crux of this project I cannot see how an addition of a HOT lane can or will actually help anything around here. In other words I don't get it. Putting aside my concerns as a home owner in a directly affected area, I cannot see how dollar one of my tax money pushed to this project is actually going to remedy this situation for the average commuter. There will still be 3 Northbound lanes on the 14th Street Bridge at the end of all this work (and expended money), and there will still be a 4 lane to 3 merge at the Rt. 236 intersection. And so what will we have accomplished other than to spend a

lot of money we frankly could put to other necessary areas and inconvenience the majority of your constituents? Plainly stated, this

Comments: appears to be a complete waste of money and I think the time has come for us as residents and taxpayers not only here in the City of Alexandria, but in the state of Virginia as a whole, to pay closer attention to how our money is working for everyone. This project is going to make a few people happy and one or two companies a lot of money, A LOT of money, but is it really what we need?

Moving the discussion back to my neighborhood in Parkfairfax I feel I need to voice a couple questions/concerns that came to mind when I viewed the construction proposal. I have to assume that the pedestrian bridge over the highway will be affected in some manner during this project and more than likely will be inaccessible for some period of time. That pedestrian bridge is a vital connection to Arlington used continuously not only by our residents but thousands of bikers, joggers and walkers every day of the year. Many of us frequently walk to Shirlington to dine, shop and socialize and we use that bridge as our connection. How will we get across on those days? What does VDOT have in mind to ease that burden to your constituents and the thousands of recreational users who access that bridge on a daily basis? Granted, I know there are other ways over or around the highway, but are they truly accessible to everyone? And if so, are they convenient and do they accommodate those with special needs? In addition I'm also concerned about the impact this plan will have on the current Metro bussing schedule as many of us depend on it as our route to work every day. Many of us here actually use mass transit but cannot afford the inherent delays that will come with this project as the buses get routed around the construction zone to make their stops. How do we explain that to our employers?

In the end I could spend a lot more time, space and words categorizing the folly of this project, as well as the unnecessary inconvenience it will cause your constituents and thousands

of other Virginians but I think you get my point. This is a bad project based upon good ideas. Our roads were not designed to handle the current volume. We all know that, but that doesn't mean we pave over Arlington and Alexandria so everyone living south can have a nice ride to work. Even taken objectively I cannot see how this project will actually make strides to ameliorate the current issue so I cannot support the initiative. There are other ways to spend this money that can and will approach this issue in a more egalitarian manner and I hope you are able to move the conversation in that direction.

I wish I were more confident that anyone can or will put the brakes on this project before it becomes another boondoggle to line a contractor's pockets. I'm not, and I fear I will it is only a matter of time before I am proven correct, but I have to speak my mind and I respectfully request you take a moment to hear my words and those of your constituents. Thank you for your time and your service to our City. I think it's a tribute to your efforts over the years that this is the first time I've felt the need to write you directly.

Respectfully,

Steve

Ahern



Alice Cave
<acave9@comcast.net>

03/15/2009 03:23 PM

Please respond to
Alice Cave
<acave9@comcast.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: HOT lanes on 395

9
3-14-09

Time: [Sun Mar 15, 2009 15:23:34] IP Address: [69.143.34.71]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Alice

Last Name: Cave

Street Address: 3736 Gunston Rd

City: Alexandria

State: VA

Zip: 22302

Phone: 7033791521

Email Address: acave9@comcast.net

Subject: HOT lanes on 395

Greetings, all!

I was unable to attend the public meeting on HOT lanes

that was held Friday 3/14, but I understand there is still time to make
comments.

I am very concerned about the impact the changes to the
traffic patterns, new lights, etc at Shirlington Circle may affect my
quality of life. I live in Parkfairfax and there are many of us here who
are concerned about it (I imagine you will be hearing from others
directly).

As it is, we have much cut-through traffic that gets
exponentially worse when Quaker Lane gets backed up. Drivers turn right on
Preston, left on Martha Custis, then either turn left into the Shirlington
Circle or keep going on Martha Custis to Valley and to Glebe. If lights
are added to the Circle, it seems that this situation will get worse. I see

Comments: many drivers going too fast, running stop signs, etc as they cut through (I
watch daily as I wait for the DASH bus at Martha Custis and Gunston). This

is already a dangerous situation. If you add more traffic you also add more pollution, and we are already suffering from being so close to 395.

I wonder how these HOT lanes will benefit Alexandria? Who gets the money collected? Is there any redeeming reason to have these things from the point of view of Alexandria?

We at Parkfairfax are having VDOT for a meeting on 4/21 at 7pm. If any Council members wanted to join us, that would be great! The meeting will be held at the Parkfairfax Association Offices, 3360 Gunston Rd, Alexandria 22302.

Thanks so much for your time
and skeptical consideration of this project.



Kathryn Harkness
<harksk@aol.com>

03/15/2009 02:08 PM

Please respond to
Kathryn Harkness
<harksk@aol.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: HOT lanes

9
3-14-09

Time: [Sun Mar 15, 2009 14:08:31] IP Address: [71.163.228.240]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Kathryn

Last Name: Harkness

Street Address: 1307 Bishop Lane

City: Alexandria

State: VA

Zip: 22302

Phone:

Email Address: harksk@aol.com

Subject: HOT lanes

I am hopeful the city will carefully consider the impact additional traffic

from 395 will create for the West End of Alexandria.

Many people are

already gridlocked on our roads and keep us from easily moving about our

Comments: own city. I strongly support the
views of the Seminary Hill Civic

Association. Please say no to further traffic impacting our streets, our

schools, our children

and our lives in the City of Alexandria.



Arden Levy
<levyab@hotmail.com>

03/14/2009 11:09 AM

Please respond to
Arden Levy
<levyab@hotmail.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: HOT Lanes Proposal

9
3-14-09

Time: [Sat Mar 14, 2009 11:09:56] **IP Address:** [198.14.75.15]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Arden
Last Name: Levy
Street Address: 3805 Griffith Place
City: Alexandria
State: va
Zip: 22304
Phone: 703-461-6005
Email Address: levyab@hotmail.com
Subject: HOT Lanes Proposal
I am writing to urge that the City Council vote AGAINST the HOT Lanes proposal. The cost/benefit analysis for the City of Alexandria clearly weighs against this proposal. This would only serve to greatly increase traffic to the benefit only of private companies overseeing the HOT lanes and of people who live in the suburbs far outside of Washington, DC. Instead, we should use any transportation monies to fund better bus service to the Metro stations and/or to locations such as the Pentagon.
Thank you
for your consideration.
- Arden Levy/Tony Sanchez



Richard Hunt
<hunts1@ix.netcom.com>

03/13/2009 09:36 PM

Please respond to
Richard Hunt
<hunts1@ix.netcom.com>

To william.cuille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Eastbound Hot lane ramp on Seminary Road

9
3-14-09

Time: [Fri Mar 13, 2009 21:36:39] IP Address: [66.167.234.174]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Richard

Last Name: Hunt

Street Address: 3508 Saylor Place

City: Alexandria

State:

Zip: 22304

Phone:

Email Address: hunts1@ix.netcom.com

Subject: Eastbound Hot lane ramp on Seminary Road
Eastbound Hot lane ramp on Seminary Road

I oppose this because of the

Comments: extra traffic and congestion it would bring to Seminary Road and Quaker
Lane, which are already very busy during rush hour. It is hard to imagine
the presence of another ramp in such a heavily built up area.



Nancy Jennings
<nrjennings@comcast.net>

03/13/2009 09:06 PM

Please respond to
Nancy Jennings
<nrjennings@comcast.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Vote "No" on the HOT Lanes inside the beltway

9
3-14-09

Time: [Fri Mar 13, 2009 21:06:11] IP Address: [69.143.32.164]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Nancy

Last Name: Jennings

Street Address: 2115 Marlboro Drive

City: Alexandria

State: VA

Zip: 22304-1013

Phone: 703-820-6930

Email Address: nrjennings@comcast.net

Subject: Vote "No" on the HOT Lanes inside the beltway

The proposed HOT Lanes would give Alexandria nothing but more traffic, more pollution, and more emergency expenses. It would create safety hazards with narrow traffic lanes and miniscule shoulders. It would add LOTS of traffic lights and cut down our trees for sound barriers. Worst of all, it would funnel more vehicles to S. Eads Street and 14th Street Bridge, which are already congested during most of the morning and evening rush hours. The additional accesses proposed at Seminary Road and the Shirlington Circle only make those intersections less efficient and encourage traffic to cut through our neighborhoods. The plan of funding additional busses could be done for much less money than the project and they can run on the existing HOV system.

The coming of the BRAC-133 to Mark Center is not a reason to

Comments: support the HOT Lanes. The movement of military personnel from Crystal City to Alexandria will not alter the amount of traffic in the corridor but only where it exits. VDOT is assessing the request of DoD and Seminary

Hill residents to allow separate access roads/ramps from I-395 into the BRAC complex rather than tweaking with the Seminary Road & I-395 intersection.

The HOT Lane plan does not serve the voters in Alexandria or the commercial enterprises and ignores the City's master transportation plan that designated Duke Street as the transit corridor.

Please vote

"no" to bringing more traffic from the suburbs inside the beltway.



Kathryn/Jack Tatko/Richards
<ktjr89@verizon.net>

03/13/2009 08:08 PM

Please respond to
Kathryn/Jack Tatko/Richards
<ktjr89@verizon.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Northbound Off Ramp for I-395

9
3-14-09

Time: [Fri Mar 13, 2009 20:08:25] IP Address: [70.17.94.80]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Kathryn/Jack
Last Name: Tatko/Richards
Street Address: 4542 Seminary Rd.
City: Alexandria
State: VA
Zip: 22304
Phone: 7037511456
Email Address: ktjr89@verizon.net
Subject: Northbound Off Ramp for I-395
We object to the unnecessary, proposed expense of building a North-bound Off-Ramp for Interstate 395 at Seminary Road East. There is no need for such a ramp inasmuch as there is no statistical or other basis for creating such an exit ramp, other than our perceived notion that the Department of the Army is promoting the ramp, using their new building/facility construction in the land just South of Seminary Road, west of I-395 North and east of Beaugard Street, as an excuse. We strongly object to the proposed ramp because of the obvious, special Army-interest "earmark" implications this project implies. Signed: John W. Richrds, USA (Ret.) and Kathryn G. Tatko



Linda Thompson
<dosthomp@comcast.net>

03/14/2009 01:48 PM

Please respond to
Linda Thompson
<dosthomp@comcast.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: HOT lane exit onto Seminary Rd. east

9
3-14-09

Time: [Sat Mar 14, 2009 13:48:37] IP Address: [98.204.138.221]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Linda

Last Name: Thompson
1301 Knox Pl.

Street Address:

City: Alexandria

State: VA

Zip: 22304

Phone: 703-370-1848

Email Address: dosthomp@comcast.net

Subject: HOT lane exit onto Seminary Rd. east

I would like to express my opposition to a new exit from 395 leading onto

Seminary Rd. east. I am a Seminary Hill Association
member and agree

with every reason that Joanne Lepanto expressed at your meetings earlier
this week opposing the project.

It is already difficult to get from

Seminary onto 395 at certain times of the day, and with the Hammond School,

the INOVA
medical building, a library and fire station in the first

couple blocks, we would probably never manage to get onto Seminary Rd.

from N. Pickett St., which already gets all the Van Dorn traffic feeding

Comments: into it through the residential area along Pegram. I
should also

mention that this is a major route for emergency vehicles to reach

Alexandria Hospital, a couple blocks further
along.

Just because this

wasn't addressed before the Ft. Belvoir building was approved doesn't mean

you have to exacerbate the
situation. Perhaps an exit heading west on

Seminary would be a better solution.

I urge all of you to please vote

against.

Thank you,
Linda Thompson

9
3-14-09



Arden Levy
<levyab@hotmail.com>

03/14/2009 11:09 AM

Please respond to
Arden Levy
<levyab@hotmail.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpopper@aol.com, paulcsmedberg@aol.com,
cc
bcc
Subject COA Contact Us: HOT Lanes Proposal

Time: [Sat Mar 14, 2009 11:09:56] IP Address: [198.14.75.15]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Arden
Last Name: Levy
Street Address: 3805 Griffith Place
City: Alexandria
State: va
Zip: 22304
Phone: 703-461-6005
Email Address: levyab@hotmail.com
Subject: HOT Lanes Proposal
I am writing to urge that the City Council vote AGAINST the HOT Lanes proposal. The cost/benefit analysis for the City of Alexandria clearly weighs against this proposal. This would only serve to greatly increase traffic to the benefit only of private companies overseeing the HOT lanes and of people who live in the suburbs far outside of Washington, DC.
Comments: Instead, we should use any transportation monies to fund better bus service to the Metro stations and/or to locations such as the Pentagon.
Thank you
for your consideration.
- Arden Levy/Tony Sanchez

3.10.09 To: Jim Hartmann, Mark Jinks, Rich Bauer

PARC EAST CONDOMINIUM

REC'D MAR 09 2009

For 3/14/09 Docket # 9

1125 Martha Curtis Drive, Alexandria, Virginia 22302

Phone: (703) 671-9000

FAX: (703) 820-3038

February 19, 2009

MEMORANDUM

9
3-14-09

TO: U.S. Senator Mark Warner
U.S. Senator James Webb
U.S. Congressman James Moran
Virginia Senator Patricia Ticer
Virginia Delegate David Englin
Alexandria Mayor William Euille
Alexandria Vice Mayor Redella Pepper
Alexandria Councilman Ludwig Gaines
Alexandria Councilman Rob Krupicka
Alexandria Councilman Timothy Lovain
Alexandria Councilman Paul Smedberg
Alexandria Councilman Justin Wilson

FROM: Ghassan Saad, Board President of Parc East Condominium

RE: Virginia Department of Transportation's Proposal to add HOV/Bus/HOT
Lanes on Interstate 95/395

Please find enclosed a copy of our letter to the VDOT Regional Transportation Program Director, Ronald T. Nicholson. As you will realize upon reading it, we are very concerned about the impact this plan, if implemented, would have on our community. Our neighbors in Parkfairfax are protected by their designation as an historic district but Parc East, constructed in the 1970's, is not.

Any support you can provide to block this plan would be appreciated. Since both federal and state funds would be used to allow it to go forward, we ask that you take a careful look at this proposed lane widening and vote to deny funding. Information related to this plan can be accessed on VDOT's website at <http://www.vamegaprojects.com>.



A KPA MANAGED COMMUNITY



1225 Martha Custis Drive, Alexandria, Virginia 22302

Phone: (703) 671-9000

FAX: (703) 820-3038

February 19, 2009

Mr. Ronald T. Nicholson, P.E.
Regional Transportation Program Director
Virginia Department of Transportation
6363 Walker Lane, Suite 500
Alexandria, Virginia 22310

Dear Mr. Nicholson,

At our Board Meeting on February 17, 2009, we considered residents' comments and printed information concerning the proposed Interstate 95/395 HOV/Bus/HOT Lanes. After thorough discussion, the Board voted to strongly oppose this project for the following reasons.

We are a 15-story high-rise condominium complex comprising 293 residential units and 7 offices located on the Alexandria side of Shirlington Circle directly to the east of the northbound on-ramp to I95/395. Available information suggests that the widening of the lanes could involve moving the ramp and its sound wall eastward requiring the annexation of a corner of our property. The potential reconstruction of that ramp and wall would destroy our outdoor recreation facilities, adversely affect air quality and noise levels, cause increased traffic and parking problems and negatively affect our property values.

Residents of the west wing of our building, the wing closest to the I95/395 northbound on-ramp, already endure very elevated noise levels due to high volume traffic. Additionally, subsequent diminished air quality and increased noise both during and after the construction phase will affect residents who use our swimming pool, basketball courts and picnic area. These amenities, including the tennis courts, are among those that attract buyers to our location and contribute to the quality of life at Parc East. Unfortunately, relocating these facilities is not an option due to the location of the building and parking facilities within the confines of the property.

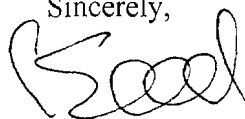
We respectfully request that these comments supporting our vehement opposition to the implementation of this plan be included in the formal hearing transcript. We request to be kept informed of further developments concerning this proposed project



A KPA MANAGED COMMUNITY

and would welcome an opportunity to have you visit our community and meet with me and our building manager, Ms. Liz Fernandez .

Sincerely,

A handwritten signature in black ink, appearing to read 'Ghassan Saad', with a stylized, cursive script.

Ghassan Saad
Board President

CC: Senator Mark Warner
Senator Jim Webb
Congressman James Moran
Senator Patricia Ticer
Delegate David Englin
Mayor William Euille
Vice-Mayor Ridella Pepper
Councilman Ludwig Gaines
Councilman Rob Krupicka
Councilman Timothy Lovain
Councilman Paul Smedberg
Councilman Justin Wilson

9
3-14-09

Josefa E. O'Malley
1225 Martha Custis Drive #513
Alexandria, VA 22302

December 3, 2008

Norfolk District, Corps of Engineers (ATTN: CENAO-REG)
803 Front Street
Norfolk, VA 23510-1096

RE: Permits for Fluor Enterprises, Inc. Project to expand and enhance I-95/I-395 reversible High Occupancy Vehicle (HOV) System

Greetings:

This comment is submitted during the comment period which ends on December 8, 2008.

The impacts from this proposal warrant the preparation of an Environmental Impact Statement (EIS). I also request that you conduct a public hearing in my neighborhood.

These permits, if granted, will authorize direct and serious impacts to National Register and other historic properties, to natural and conservation areas, to longstanding residential areas and to public schools. Moreover, these impacts are in the same communities which lost similar types of property within this decade alone to the "Springfield Mixing Bowl" project and for the new Woodrow Wilson Bridge and approach. How can a project impacting a swath of land like this that is 36 miles long not require an EIS?

-I have lived in this community for over 20 years and will be directly impacted if this project is authorized.

Thank you,

Josefa E. O'Malley

cc:

Alexandria Mayor William D. Euillie
U.S. Representative Jim Moran
U.S. Senator John Warner// U.S. Senator-elect Mark Warner
U.S. Senator Jim Webb

Parc East Condo Board of Directors and building manager

*Smile
max*



Francis Hall
<ccifh@comcast.net>

03/13/2009 07:53 PM

Please respond to
Francis Hall <ccifh@comcast.net>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: I395 and seminary Road

9
3-14-09

Time: [Fri Mar 13, 2009 19:53:06] IP Address: [76.100.17.27]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Francis
Last Name: Hall
Street Address: 4534 LaSalle Ave
City: Alexandria
State: VA
Zip: 22304
Phone: 703-212-0366
Email Address: ccifh@comcast.net
Subject: I395 and seminary Road
Please vote against the exit from the HOT lanes (or Express Lanes) coming
from the South to Go East into Alexandria on seminary Road.
There is
already too much traffic on Seminary Road.
Comments: Thanks
Francis G. Hall,
Jr
& Donna M. Hall



Roland Meisner
<rdmeisner@msn.com>

02/20/2009 09:30 PM

Please respond to
Roland Meisner
<rdmeisner@msn.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Dkt Item 9, CDD Concept Plan 2008-0004,
15(p) Amendment

9
3-14-09

Time: [Fri Feb 20, 2009 21:30:38] IP Address: [68.83.213.119]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Roland
Last Name: Meisner
Street Address: 710 Scarborough Way
City: Alexandria
State: VA
Zip: 22314
Phone: 7038360386
Email Address: rdmeisner@msn.com
Subject: Dkt Item 9, CDD Concept Plan 2008-0004, 15(p) Amendment
In its application, PYD "requests that timing for any requirements associated with the pedestrian bridge be deferred until a determination is made regarding a new station in Potomac Yard." (p 45).
Paragraph 1
of the proposed amendment fully complies with the applicant's request and I urge the Council to approve that paragraph, but none of remaining paragraphs. The remaining proposed paragraphs are not needed because the City determined many years ago that the Potomac Yard Metrorail Station would be built at the far north end of rail park (Landbay D), and that the pedestrian bridge would be built at either of the three sites south of the proposed Metrorail site. Two of those sites are on Old Town Greens common property and the third site is on Potomac Greens common property. Of the three planned sites, the Potomac Greens site is clearly the best place to put the bridge. In fact, Craftmark still believes that the pedestrian bridge is going to be placed south of the Metrorail Station. (See

Attachment). The bridge can be built now south of the Metrorail Station and it will not interfere with the design or construction of the Metrorail Station which is probably decades off into the future.

PYD

Comments:

disingenuously proposed placing the pedestrian bridge at the Metrorail Station site and not at one of the sites it was planned so that it would occupy the same space as the Metrorail Station, and it also proposed discharging its bridge obligation by paying off the City. There never was a plan to incorporate the pedestrian bridge into the Metrorail Station until PYD proposed it in an attempt by PYD to avoid building the bridge and all the hullabaloo regarding the placement of the bridge.

There is no

doubt that the bridge is needed right now and that funding is immediately available to build it at the Potomac Greens site, but there is no funding available for the Metrorail Station, and in these economic times, there are no prospects for funding. Incorporating the bridge into the Metrorail Station is problematic because it will most certainly increase the costs of the station far more than what a simple pedestrian bridge will cost. There are also valid security concerns if a pedestrian bridge is incorporated into the Station that allows pedestrians to walk through the station. Even if the pedestrian bridge is not incorporated into the station, the proposed ordinance allows PYD to discharge its obligation by paying off the City. That is why the remaining amendments are ill advised.

Deferral is

needed, but nothing else at this time until the Metrorail study is completed. Once the study is completed, then a final decision can be made regarding the bridge.

Attachment: de084325ed6cf46590bb36e1de40a0a3.pdf



de084325ed6cf46590bb36e1de40a0a3.pdf

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Alexandria, VA
 City of Alexandria
 703-838-9820
[Register Now](#)
[Directions](#)

**HOMEPLANS**

- > Carriage House
- > Congressional
- > Del Ray
- > Lee
- > Lee II
- > Old Towner
- > Roosevelt

COMMUNITIES

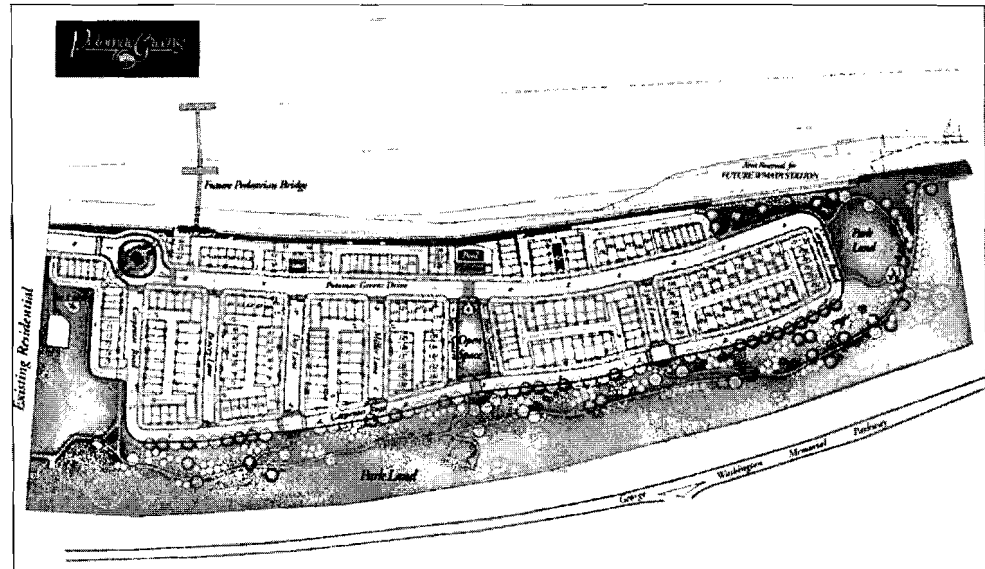
You have 1 recently
viewed community

POTOMAC GREENS

703-838-9820

HOMEPLANS

You have 6 recently
viewed homeplans

Site Plan.**LOCATIONS****VIRTUAL TOURS****RELOCATION**

MAKE YOUR
Mark



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Lynn Lovett
<eyecanoo@aol.com>

03/23/2009 11:58 AM

Please respond to
Lynn Lovett
<eyecanoo@aol.com>

To william.euille@alexandriava.gov, timothylovain@aol.com,
councilmangaines@aol.com, council@krupicka.com,
delpepper@aol.com, paulcsmedberg@aol.com,

cc

bcc

Subject COA Contact Us: Hot Lanes Entrance at Shirlington

9
3-14-09

Time: [Mon Mar 23, 2009 11:58:20] IP Address: [72.1.179.178]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Lynn
Last Name: Lovett
Street Address: 3508 Valley Dr
City: Alexandria
State: VA
Zip: 22302
Phone: 703/8209689
Email Address: eyecanoo@aol.com
Subject: Hot Lanes Entrance at Shirlington
Please add my voice to those opposed to a hot-lane entrance at Shirlington.
Parkfairfax has been completely overrun by speeding cut-through traffic.
Comments: Having a hot-lane entrance will only "accelerate" the decline of
the wonderful quality of life we used to have.