

**CITY COUNCIL WORK SESSION  
ON  
COMMONWEALTH HOT LANES TRANSPORTATION PROJECT  
AND  
DEPARTMENT OF DEFENSE BRAC -133 PROEJCT AT MARK CENTER**

**TUESDAY, OCTOBER 13, 2009**

**5:30 P.M.**

**CITY COUNCIL WORK ROOM**

**AGENDA**

- |      |  |  |
|------|--|--|
| I.   | Welcome and Opening Comments                                       | Mayor William D. Euille  |
| II.  | HOT Lane Issues  | Mark Jinks, Deputy City Manager                                  |
|      | • Transportation   | Rich Baier, Director,<br>Transportation & Environmental Services |
|      | • Legal  | James Banks, City Attorney                                       |
|      | • FHWA Study of 14 <sup>th</sup> Street Bridge<br>Corridor Project | Rich Baier   |
|      | • Community  |  |
|      | • Council Discussion   |  |
| III. | Department of Defense BRAC-133 Project at Mark Center              | Mark Jinks   |
|      | • VHB Study  | Rich Baier   |
|      | • VDOT Study   | Rich Baier   |
|      | • Council Discussion   |  |

*Individuals with disabilities who require assistance or special arrangements to participate in the City Council Work Session may call the City Clerk and Clerk of Council's Office at 703-746-4500 (TTY/TDD 838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.*



**Rick Fletcher**  
<rickflet@comcast.net>

10/14/2009 10:31 AM

Please respond to  
Rick Fletcher  
<rickflet@comcast.net>

To william.cuille@alexandriava.gov, frank.fannon@alexandriava.gov,  
kerry.donley@alexandriava.gov, alicia.hughes@alexandriava.gov,  
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject COA Contact Us: Working session on I-95/395 HOT lanes

WS  
10-13-09

**Time: [Wed Oct 14, 2009 10:31:44] Message ID: [16089]**

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Rick  
**Last Name:** Fletcher  
**Street Address:** 3736 Gunston Rd.  
**City:** Alexandria  
**State:** VA  
**Zip:** 22302  
**Phone:** (571) 723-5212  
**Email Address:** rickflet@comcast.net  
**Subject:** Working session on I-95/395 HOT lanes

Dear City Council,

Thank you for holding the working session on I-95/395

HOT lanes last night, and inviting citizens to attend. As a member of the Parkfairfax Ad Hoc HOT Lanes Task Force in attendance, I was impressed with the depth and breadth of your presentation and discussion. And as one very closely involved in production of our summary of activities document, the commendation from Mayor Euille on that was truly appreciated. I can assure you that all research and writing was done by Task Force members. We hope you find it helpful.

From the session last night, it is clear that

Council is grappling hard with the pervasive negative impacts on Alexandria from this proposed project. Though the "hot spots" of

Shirlington Rotary and Seminary Road deservedly get the attention of nearby neighborhoods like ours, your consideration of them within the context of City-wide and regional impacts is absolutely right. I cannot fathom why

Mark Center was chosen over other locations as the BRAC 133 site. The City faces a set of very difficult choices on how to deal with BRAC 133 traffic and other impacts, in the context of the larger impacts that adding HOT lanes to I-95/395 will cause.

**Comments:**

Certainly the Commonwealth thrust this project upon localities and residents, due to the absence of adequate public funding for transportation. Sadly, it could well worsen vs. reduce congestion and pollution for years to come. I agree that General Assembly legislation to deal with state transportation funding shortfalls, as well as provide much better oversight of public-private partnerships, is a good idea. I was glad to hear Del. Englin is working with Council on this, via the legislative package.

Meanwhile, though, Alexandria and the other localities - and their residents - must act how and where we can, to mitigate the serious impacts this project will likely cause. I understand your points about deferring legal action against the project, though I hope Alexandria will have standing to take it when/if we need to. But one action the the Council can appropriately take very soon is to pass a stronger resolution that opposes the project. Council members last night discussed many of the key reasons why opposition, vs. withholding support, is now warranted. VDOT and Fluor-Transurban have clearly not supplied adequate answers to repeated questions from Alexandria and its residents, about the project's major impacts on us.

Along with other members of our task force and neighborhood, I welcome the opportunity to further discuss the project and its impacts on Alexandria in the October 17 session with City Council. Thank you for this opportunity, and for continuing to work hard on protecting the City and Parkfairfax from this project.

Sincerely,  
Rick Fletcher

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SEP 02 2009

WS

10-13-09

DATE: August 30, 2009

City of Alexandria  
301 King Street, Room 2300  
Alexandria, VA 22314

<http://www3.alexandriava.gov/contactus/mailto.php?id=610>

Dear Mayor Euille and Members of the City Council:

As a resident of the historic Parkfairfax neighborhood, I write to request that the City of Alexandria formally oppose the proposed I-95/I-395 HOT lanes project. The total costs and risks of this proposal have not been fully considered. Most importantly, there are better, more cost-effective, and lower-impact solutions to reducing congestion in the I-95/I-395 corridor.

Parkfairfax appreciates the March 24 resolution passed by City Council withholding support for the HOT lanes project until VDOT and its private partners provide more information about the impacts on Alexandria. We thank many of you for attending our community's HOT lanes informational meeting on June 25. In addition, we greatly appreciate the Mayor's recent letter to Virginia Transportation Secretary Pierce Homer expressing opposition to the Shirlington Circle redesign.

VDOT and Fluor-Transurban, though, continue to move forward on the HOT lanes project despite the City's previous reservations. Therefore, I ask that City Council please take the following actions to help our community:

- Pass a City Council resolution specifically opposing the I-95/I-395 HOT lanes project and the Shirlington Circle redesign. VDOT and Fluor-Transurban have ignored all of our requests for more information about the project – particularly the significant changes slated for Shirlington Circle – and we should waste no more time waiting for a response that is not forthcoming.
- Advocate that VDOT propose other, more cost-effective, and lower-impact alternatives that move more people more effectively in the I-95/395 corridor. An example of such an alternative is bus rapid transit, which also could qualify for Federal stimulus funding. Such alternatives would result in lower total cost and impact to Alexandria.
- Support and join a potential lawsuit being prepared by Arlington County to block the entire HOT lanes project. Since the project's Categorical Exclusion appears both improper and inadequate, a complete Environmental Impact Statement under the National Environmental Policy Act and subsequent Federal regulations should be conducted to assess the full range of environmental impacts and transportation alternatives available for the corridor. We are concerned that Alexandria's and Parkfairfax's interests may not be taken into account in Arlington's lawsuit unless the City is involved.
- Continue working with Parkfairfax and nearby neighborhood associations to minimize the substantial impacts the HOT lanes project will have on our communities. We would like to keep the lines of communication between the City and its neighborhood associations open, and we would like to build coalitions with municipalities and neighborhood associations all along the corridor that will be adversely impacted by the HOT lanes project.

Our concerns about the project include:

- Bad Bargain for Virginia Taxpayers. The total cost and impact of adding HOT lanes to I-95/395, and allowing a private company to set, collect, and profit from variable rate tolls for 75 years, makes this public/private partnership a very bad deal for Virginia taxpayers. Under the terms of the current agreement, Virginia actually would have to pay the private company penalties if too many car-pool vehicles use the HOT lanes. In addition, the tolls could be so high that only the well-off would be able to afford to use the lanes.
- Worse Overall Congestion on I-95/395. Replacing the existing two HOV lanes on I-95/395 with three HOT lanes will increase congestion on the roadway, not reduce it. People who now car-pool will be given incentives to drive their own vehicles. Virginia could be prohibited from making roadway improvement near the HOT lanes without paying more penalties to the private company. The 14th Street Bridge will not be able to accommodate the new traffic from the HOT lanes, leading to severe back-ups. And more traffic accidents will result from the placement of three lanes in a space designed for two and the elimination of safety shoulders.
- Worse Traffic Congestion near Shirlington. To accommodate a new northbound HOT lanes off-ramp, VDOT plans to install traffic lights at all six of the feeder intersections. These new lights would create a headache for drivers going around the circle, and we would see traffic backing up on Gunston, Martha Custis, Quaker Lane, and Preston. To avoid congestion on the circle, frustrated motorists might cut through Parkfairfax to Glebe Road – as they do now when there is an incident on I-395 – increasing congestion and decreasing safety in front of the Charles Barrett Elementary School in our community. *Help preserve our historic community*
- Multi-Year Construction near Parkfairfax. VDOT anticipates it could take five years to add new lanes and lights to Shirlington Circle – subjecting local residents to considerable noise and pollution during construction and once the HOT lanes open. At least thirty Parkfairfax residential units could be rendered uninhabitable for the duration of the construction. During the construction, the property values of all Parkfairfax residences may decrease significantly, and this decrease may continue after construction due to permanent increases in noise and pollution and cut-through traffic.
- Damage to Parkfairfax Buildings. A number of Parkfairfax's historic, residential buildings currently suffer from foundation cracks and settlement issues because they are built on vibration-sensitive layers of marine clay over an aquifer. Our buildings could experience significant, additional damage caused by years of nearby blasting and drilling for demolition and construction of the HOT lanes project.

Thank you for your consideration of these concerns. I hope the City Council will act swiftly to get on record opposing the proposed HOT lanes project. Please let me know if you have any questions. I look forward to your reply.

Sincerely,

NAME:

ADDRESS:

CITY, STATE, ZIP:

E-MAIL, PHONE (optional):

*John K. Bachner*  
*1746 Preston Road*  
*Arlington VA 22302*

*jbachner30@yahoo.com*  
*\* Any member of council who supports the HOT lanes project will lose my vote*



**Robyn Rosenblum**  
<blumnrose@aol.com>

06/26/2009 11:50 PM

Please respond to  
Robyn Rosenblum  
<blumnrose@aol.com>

To william.euille@alexandriava.gov,  
timothy.lovain@alexandriava.gov, councilmangaines@aol.com,  
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject COA Contact Us: Shirlinton circle/hov/hot lanes

**Time: [Fri Jun 26, 2009 23:50:14] IP Address: [205.188.116.77]**

**Issue Type:** Mayor, Vice Mayor, and Council Members

**First Name:** Robyn

**Last Name:** Rosenblum

**Street Address:** 1340 Martha Custis Drive

**City:** Alexandria

**State:** VA

**Zip:** 22302

**Phone:** 703-575-8932

**Email Address:** blumnrose@aol.com

**Subject:** Shirlinton circle/hov/hot lanes

To All Whom it may concern:

I attended the meeting on Thursday night at the Barrett school in Parkfairfax, which will be greatly impacted by the construction "proposed" at Shirlinton circle, where the "plans" were presented (at the meeting). (Very poorly done, I might add.) (I am a homeowner resident in Parkfairfax.)

My first

concern is why it seems that Alexandria city council and the Arlington County board have seemingly waited until the 11th hour to address this issue.

I have sent the following in emails to the Governor and those state officers involved in this project.

(At the meeting) I would have

liked to have heard more constructive input and comments, instead of mostly complaints and problems, and that is what I present here. What I heard by

fellow attendees was mostly complaints and problems. Many of the issues presented I had not thought of. I don't know how open you are to alternative suggestions and ideas, and I don't understand why challenges weren't mounted earlier, but I do know that once leaders have their minds set on a particular outcome, it is hard to shake that, and I don't know whether, or how well, the alternatives I am presenting here have been considered. I am, however, hopeful that

Fact--the roads and streets

surrounding the proposed project (Martha Custis Dr., Gunston Road, and most of the streets in Shirlington) are local and residential in nature, and not intended or designed to be feeder roads for such plans. Martha Custis and Gunston are already overburdened. I suspect that the traffic projections for these roads which were presented to us are way off the mark and greatly underestimated, as drivers who otherwise would not use these roads will be drawn to them to access or exit from the proposed hotlane ramps.

Fact--there are no major employers or work sites in this neighborhood that would warrant access and exit ramps for hov and hot lanes at Shirlington circle. There is NO PRACTICAL REASON to have these at Shirlington Circle--as there is nowhere for them to go--which would be used strictly as a disruptive pass-through. We who would be most affected by

**Comments:** the proposed project want there to be less reason for traffic, not MORE.

Martha Custis is a RESIDENTIAL street, as is Gunston. It is a completely impractical USE OF RESOURCES.

It seems to me that the plans as presently constituted are the most expensive, most impractical, most disruptive of any realistic alternatives, and would take the longest time.

Alternatives

I am wondering whether, and how well, King Street was considered instead of Shirlington circle.

Fact--King street (Route

7) in the vicinity of 395 is a major commercial thoroughfare. It can handle much more effectively the additional traffic. Among other considerations, there is not the same kind of residential problem DIRECTLY ADJACENT TO THE HIGHWAY.

While I am not an engineer, I have been involved in the process of civil engineering projects in the past. It seems to me that King Street, as an alternative to Shirlington circle, would be simpler, take less time, and be less expensive than Shirlington Circle, and create less disruption and conflict. It further seems to me that just 2 ramps would be needed, or alterations to the ramps that already exist, and that nothing would need to be demolished, and only a slight alteration to traffic patterns on King Street/Route 7 (left turns to get on to the access ramps in either direction, or something along that line). Certainly more practical.

Why can't access and exit from the HOV/HOT lanes be set up DIRECTLY from the inner lanes of 395? Why are ramps even necessary? This could be done somewhere in the vicinity of King Street--south of or north of. I have seen this done before in other places. This would be the least expensive, most cost effective, and least disruptive of all.

All that Shirlington Circle needs is some repaving and maybe one additional light at the Gunston exit.

Respectfully

submitted,  
Robyn E. Rosenblum  
blumnrose@aol.com





**Kay Quirk**  
<kayquirk@mac.com>

06/25/2009 08:21 AM

Please respond to  
Kay Quirk <kayquirk@mac.com>

To william.euille@alexandriava.gov,  
timothy.lovain@alexandriava.gov, councilmangaines@aol.com,  
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject COA Contact Us: HOT Lanes/Shirlington cir vs. 2030 eco plan

**Time: [Thu Jun 25, 2009 08:21:54] IP Address: [72.83.171.28]**

**Issue Type:** Mayor, Vice Mayor, and Council Members

**First Name:** Kay

**Last Name:** Quirk

**Street Address:** 1729 Preston Rd  
(Parkfairfax)

**City:** Alexandria

**State:** VA

**Zip:** 22302-2126

**Phone:** 703-379-9448

**Email Address:** kayquirk@mac.com

**Subject:** HOT Lanes/Shirlington cir vs. 2030 eco plan

Greeting to all,

Having just learned about the step forward by Council

with the plan to be proactive on our precious environment, I want to ask

that you each take an opportunity to look at the proposed demolition of

Shirlington Circle and its rebuilding over five years and  
the impact on

our air quality. During the process, precious mature trees along Quaker

may be removed and of course there  
will be increased idling of cars as

traffic jams up during the construction period. If there is an increase

**Comments:**

in cars using 395  
rather than mass transit, we will have poor air quality

forever.

Please take this seriously and do your best to mitigate this

VDOT/Fluor proposal before the contract is signed. The signing  
may

occur in late August.

Thank you for your service to Alexandria,

Kay

Quirk  
property owner since 1978