

Testimony  
Fairfax County Proposed Six-Year  
Virginia Department of Transportation Secondary System Construction  
Program for Fiscal Years 2009 Through 2014  
June 30, 2008

I will address three concerns: (1) immediate funding of Phase IV of Rt 7100; (2) Capital Beltway HOT lane concerns; and (3) HOT lane neighborhood impacts.

(1) My district encompasses the Army's Ft. Belvoir Engineering Proving Grounds, which will receive at least 8,500 employees and which is bordered by Rolling Road (Rt 638) below the Franconia/Springfield Parkway (Rt 7900). This portion of Rolling Road is still an unimproved two-lane road with sight-distance problems, without shoulders, and no left turn storage lanes or lights to permit safe egress/access into the subdivisions which border it. Even without BRAC, safety is a serious problem as reflected in accident statistics. In addition, Rolling Rd is impacted by significant traffic generated by the Fullerton Industrial Park which sits between EPG and the residential areas.

As if this weren't enough, there is only enough money to build Phase I and Phase II of the long-awaited Fairfax County Parkway (Rt 7100) connection across EPG. The lack of Phase IV – which is designed to give Fullerton Industrial Park traffic eastern access to the Parkway close to I-95 at Boudinot Drive (Phase IV) – will pour heavy trucks and commercial traffic on to this un-improved stretch of Rolling Rd. This commercial and industrial traffic will then basically make a u-turn within a tenth of mile onto the ramps constructed as Phase II to get access to the Parkway.

While there are a number of other projects that I desperately want to have funded – such as a grade-separated intersection for Rt 7900 to serve Spring Village Dr/Bonniemill La – I urge you to make an immediate shift in priority funding for this year to at least partially complete Phase IV of the Fairfax County Parkway project and provide a means of direct access from the Fullerton Industrial Park.

(2) Since this hearing is on the Proposed Six-Year Secondary Construction Program in Fairfax County for FY09-14, I also want to address the Capital Beltway HOT lane impacts on neighborhood streets, as well as take this opportunity as someone whose district encompasses almost 1/3 of the Project to endorse points contained in today's

proposed Board Agenda Item regarding Design Plans for the HOT Lanes:

- ▶ Construction of additional or of higher soundwalls (Specifically for Lafayette Village townhouses, Americana Fairfax garden apartments, townhouse communities between Americana Fairfax and Braddock Road, as well as the soundwall directly facing North Springfield Elementary School which also has serious safety considerations.)
- ▶ Minimize the length of time needed for lane closures in re-placing overpasses (Specifically, reducing the restriction of traffic on Braddock Road is at least as important as Rt 50 and Rt 123, which were those cited in bullet #17.)
- ▶ Re-forestation and landscaping (Specifically, proper landscaping of the soundwalls which border Leesville Blvd and North Springfield Elementary School is critical to longterm community viability.)
- ▶ Emergency access to Fairfax Hospital (Specifically, access from the south.)
- ▶ Impact on neighborhoods of changed traffic patterns (Specifically, between Braddock Rd and Gallows Rd which will exacerbate existing problems on Heritage and Ravensworth as well as increased use of Wakefield Chapel, King Arthur, Edsall, Backlick, and Hummer to gain access to the HOT lanes at Braddock Rd or at Gallows Rd because there is no access at Rt 236 or at Rt 50.)

(3) It is the last point that will have a direct and significant impact on Fairfax County's secondary road system and its needs. I have found that it is still not widely understood that vehicles will not have access to the HOT at most Beltway interchanges. Some who may know this have not necessarily realized the impact of limited access. For example, this morning via cable, I listened to the Board discuss the principal value of the HOT lanes being much needed transit service between Springfield and Tysons. However, this ideal applies mostly to south county residents and to those joining Pr. William and Loudoun residents who commute from the west. For many Fairfax County residents, the transit option will be very significantly limited because express buses, carpools, and vanpools will have to wind their way through neighborhoods to get to the limited HOT access points. These roads are already overloaded and/or plagued with cut-through traffic.

Please add funds now to add long-need signalized intersections on Heritage and Ravensworth roads to deal with traffic patterns that will be made even worse by the HOT lane construction. In addition I urge you to program capacity, traffic management, and safety improvements into the 6-Year Secondary Construction Program for all neighborhood streets and collector roads that will be impacted by the permanent traffic patterns that limited access to the HOT lanes will create.