

Public Involvement Summary

VDOT conducted a Virtual Public Information Meeting on November 30, 2021, at 7 PM. Staff members from VDOT, Fairfax County, the consultant team, and local elected officials were in attendance. The meeting began with a presentation that reviewed the background and purpose for a speed limit study of Richmond Highway between I-495 and Belvoir Road/Meade Road. The study began in August 2021 and is slated to be completed in summer 2022.

Following the presentation, participants were able to provide questions and comments to the project team either orally or through the conference chat feature. The recording of the Public Information Meeting was posted to the project website. The meeting was concluded at 8:30 PM, which was the published end time. Consequently, several questions and comments were not addressed during the meeting. Responses to those comments were sent by the VDOT Project Manager to those individuals who had submitted them. Public input and additional comments were solicited by email and mail and there was a ten-day comment period following the meeting.

There were a total of 143 individuals who registered to participate in the public meeting. A total of 93 individuals attended (including 19 attendees from VDOT, Fairfax County and the consultant team). Prior to the public meeting, a total of 18 questions and comments were received by VDOT, of which 13 had been forwarded by Peyton Smith, Transportation and Community Outreach Aide in Supervisor Storck’s office. An additional 20 comments were received via the VDOT Online Comment form. At the public meeting, a total of 55 questions and comments were received. Verbal responses were provided at the meeting for all but 16 of those questions and comments. Between the Public Information Meeting and the end of the comment period, a total of 10 questions and comments were received. The format of the comments received were as follows:

Prior to Public Meeting - Email	Submitted via the VDOT Online Comment Form	During Public Meeting Q&A – Submitted via Chat Feature	During Public Meeting Q&A – Posed Verbally	After Public Meeting During Comment Period – Email	After Public Meeting During Comment Period - Mail	TOTAL
18	20	51	4	10	0	103

Summaries of questions and comments at the public meeting, received before and after the meeting via email, and from Supervisor Storck are attached to this public involvement summary.

“TOP 10” GENERAL TAKEAWAYS

Oral and written comments received on this study covered a myriad of topics ranging from concerns about the local traffic impacts to pedestrian safety. In addition, there were some questions and comments pertaining to VDOT’s Route 1 Widening project, Fairfax County’s Richmond Highway Bus Rapid Transit (BRT) project, and other locations within the corridor that are outside the purview of the speed limit study. An enumerated list of the major points from the public is summarized below. Those topics that are within the scope of the speed limit study will be addressed in the second Public Information Meeting and final report for the study.

1. Concerns about Impact of Speed Limit Change on Local Traffic Conditions. During the meeting, concerns were expressed that a reduction in speed limit would increase cut through traffic in neighborhoods and potentially cause longer travel times and/or greater congestion. **Follow-up Action for Study Team: This issue should be addressed in the draft final report and discussed as part of the presentation at the next public information meeting in spring 2022.**
2. Concerns about Pedestrians. There were many questions and comments that related to pedestrians in the corridor, distances between crosswalks, adequacy of pedestrian facilities, jaywalking, pedestrian crashes, and pedestrian safety at locations other than signal-controlled intersections, among others. There were questions about why pedestrian counts and pedestrian activity information was not compiled. **Follow-up Action for Study Team: This is a sensitive topic for the corridor and the steering group should vet how best to address these concerns.**
3. Desire for Speed Limit Recommendation to be based on Additional Factors. Many comments expressed the need to consider factors other than the 85th percentile speed in developing a recommendation for a speed limit on Richmond Highway. There were suggestions about using future conditions, population density, spacing between intersections, pedestrian crossing data, and data on bus stop locations, among others as factors. **Follow-up Action for Study Team: In the draft final report and in the next public information meeting presentation, a more transparent approach of showing the calculations should be considered.**
4. Limited Knowledge of Speed Limit Study Methodology. There were many questions about the methodology, which was summarized during the presentation. **Follow-up Action for Study Team: The application of the methodology to the data will need to be documented in the draft final report and included in the presentation at the next public information meeting. Using real data, showing how the factors are considered and/or presenting the results from the application of other factors should be considered for inclusion in the next public information meeting.**
5. Questionable Safety Effectiveness resulting from a Speed Limit Change. There were several comments that expressed the opinion that a change in the speed limit would not enhance safety, would not reduce crashes, would not address the underlying causes of safety in the corridor. Some commenters indicated that this study was not needed. **Follow-up Action for Study Team: During the analysis, it would be desirable to provide some more details on the**

possible outcomes on safety and traffic operations that would result if a reduction in speed limit is recommended.

6. Opposition to Speed Limit Change vs. Support of Speed Limit Reduction. Prior to the meeting, Supervisor Storck sent out a newsletter and solicited comments on possible changes to the speed limit on Richmond Highway. He received many comments expressing opposition to reducing the speed limit. A preliminary summary was forwarded to VDOT prior to the meeting and many of those comments also expressed opposition. However, during and after the meeting, several comments were received expressing support for a reduction in the speed limit. **Follow-up Action for Study Team:** Clearly, there will be factions on changing a speed limit. How that is dealt with remains to be seen.
7. Speed Limit Impact on Regional Traffic and Commuting Times. There were a few comments and questions about what the effect of a speed limit change would have on regional traffic flows and regional commuting times. The concern was expressed that travel times would lengthen and a speed limit change would have an adverse impact on the regional roadway network. **Follow-up Action for Study Team:** In the draft final report, it might be useful to include some discussion to address this point at a high level.
8. Concerns about the Impacts of a Reduced Speed Limit on Transit Service in the Corridor. A few comments raised concerns about the impact of a speed limit change on transit service. It was noted that the Route 1 corridor has one of the highest transit usage in Fairfax County. **Follow-up Action for Study Team:** It would be desirable to provide some high-level details on transit ridership, bus stop locations, headway frequency and high-level information for the corridor in the draft final report.
9. Questions about Timing of this Study vis-à-vis the Route 1 Widening Project and the BRT Study. There were several comments that continue to seek an answer to the question of why it is appropriate now to conduct this Speed Limit Study. There were comments raised about how this Speed Limit Study impacts the two projects, and how the other projects affect this study. **Follow-up Action for Study Team:** The study team should consider how information on the other studies can and should be presented at the next public meeting and incorporated into the draft final report to reduce this possible conclusion.
10. Speed Limits and Noise Walls. Quite a few comments and questions were raised about possible noise walls and how the speed limits affect the noise studies. **Follow-up Action for Study Team:** There is a need to provide more elaboration on how Noise Analysis and the installation of future noise walls is separated from speed limits and speed limit studies.

Comments Received before and after the Public Information Meeting by Email

No.	Name	Date	Question/Comment/Suggestion
1*	Greg Crider	11/16/21 (Before Meeting)	<p>Chairman Jeff McKay, Supervisor Storck, Supervisor Lusk, Senator Surovell, Delegate Krizek, Delegate Sickles:</p> <p>I have been planning to ask each of you what your position is on lowering the speed limit on Richmond Hwy from 45 mph to 35 mph. So with the upcoming Public Meeting on November 30, now seems the appropriate time. I know that Supervisor Lusk has publicly said he wants to lower the speed limit to 35 mph. Any other public official willing to state their position on lowering the speed limit?</p> <p>Some history on a prior attempt to lower the speed limit. Previously, VDOT officials lowered the speed limit on Richmond Hwy from 45 mph to 35 mph in the area of Lockheed Blvd. This was done without prior coordination with local or state elected officials and resulted in an immediate reaction from the traveling public. Gerry Hyland had VDOT reinstall the 45 mph signs right away and arranged a meeting for VDOT officials to brief the community on their recommendation to lower the speed limit.</p> <p>Below are my notes from that meeting which I distributed to my neighbors and homeowner associations.</p> <p>May 29, 2009 I attended the meeting last night held by Mount Vernon District Supervisor Gerry Hyland. VDOT officials again briefed on their controversial recommendation to reduce the speed limit from 45 to 35 mph on Route One from the Beltway to Fort Belvoir. In attendance were: Supervisor Hyland, State Delegates Kris Amundson and Mark Sickles, State Senator Toddy Puller and Capt David Moyer, Commander of the Mount Vernon Police Station. Also over 100 residents were in attendance. All public officials and residents spoke in Opposition of lowering the speed limit.</p> <p>Only two individuals spoke in support of lowering the speed limit and they are the two VDOT officials who gave the presentation. No surprise there as they are the ones who recommended it. However, the data the VDOT officials gave to support their recommendation was unconvincing. There was no evidence that lowering the speed limit will reduce the number of accidents or fatalities. As several in the audience pointed out, the data could just as easily be used to support NOT lowering the speed limit. To date, VDOT's only compromise is to implement a one-year pilot, which is also soundly rejected by the community. I left the meeting with the clear impression that the VDOT traffic engineers do not intend to change their recommendation to lower the speed limit. One of them stated</p>

Richmond Highway (Route 1) Speed Limit Study

No.	Name	Date	Question/Comment/Suggestion
			<p>that they don't make the decision anyway, it's the Chief Engineer in Richmond and he would have to overturn his decision made months ago based on their recommendation to him back then.</p> <p>Since the Chief Engineer made his decision months ago, an important change has been made to the process of changing speed limits. There was no requirement to hold public meetings and obtain community input before making or implementing such decisions. That VDOT process was changed specifically as a result of VDOT going ahead and posting the 35 mph signs on Route One last year. You may recall the signs were quickly put back to 45 mph based on the urging of Supervisors Jeff McKay and Gerry Hyland.</p> <p>Even though the process has changed, it's pretty clear (to me anyway) that the minds of the VDOT bureaucrats appear to be unaffected by all the stakeholders (public officials, police, residents and travelling public) who will be affected by their proposed change. In fact, our state representatives (Puller, Amundson, and Sickles) signed a letter yesterday to the Secretary of Transportation Pierce Homer asking that the speed limit be left where it is. A copy of that letter dated May 28 was handed out at the meeting. At the end of the meeting, Gerry Hyland suggested that we email him to show wide-spread public support to keep the speed limit where it is. He will consolidate and forward those emails on to the Secretary of Transportation.</p>
2	Evan & Kathleen Krauss	11/17/21 (Before Meeting)	<p>I opposed the proposed speed limit reduction along Route 1 from the Beltway to Fort Belvoir. There is nothing along the roadway from the Beltway to Penn Daw that necessitates a reduction in the speed limit from 45 mph to 35 mph. Reduction in the speed limit from Penn Daw to Jeff Todd Road is reasonable given the volume of traffic and density of signals through this area so one can rarely achieve 45 mph. Past Jeff Todd there is no reason to reduce the speed limit from its current 45 mph.</p> <p>The roadway between Penn Daw and Jeff Todd contains are approximately 15 traffic signals, better synchronization of these signals would potentially ease congestion and reduce the number of traffic incidents at Ladson and Route 1, Boswell Avenue and Route 1, Lockheed Boulevard and Route 1. Consideration should also be given to designating Fordson Road from a two-lane street to a one-way going from Route 1 to Sherwood Hall Lane. This is a primary access route for emergency vehicles returning south to Fire Station Nine and INOVA Mt. Vernon Hospital. Consideration should also be given to prohibiting Right Hand Turns on Red at the intersections at Boswell Avenue and Route 1, and Ladson and Route 1.</p>
3	Jarrett Ray	11/20/21 (Before Meeting)	<p>Hello - As a Fairfax County resident who drives on Richmond Highway multiple times a week, I strongly oppose reducing the speed limit as indicted in this Patch article:</p>

Richmond Highway (Route 1) Speed Limit Study

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			<p>https://patch.com/virginia/greateralexandria/richmond-highway-speed-fairfax-county-be-assessed-study?utm_term=article-slot-1&utm_source=newsletter-daily&utm_medium=email&utm_campaign=newsletter</p> <p>I have yet to see a safety concern caused by the speed limit. More often than not, I can't drive faster than 35 given the high volume of traffic. Reducing the speed limit will only make traffic worse.</p>
4	William Porter	11/20/21 (Before Meeting)	<p>I live right off Richmond Highway, and I am not in favor of the speed limit being decreased. A lower speed limit will not curtail the few bad apples going at high rates of speed anymore than the current 45mph limit does. It will annoy law abiding citizens like myself though to have to drive so very slow on such a large road. People will start cutting through residential neighborhoods and more problems will be created. Please leave things alone and just better ticket the rule breakers going 70 mph.</p>
5	David Hastie	11/21/21 (Before Meeting)	<p>I have looked at your study proposal and would like to register my objection to any effort to change the speed limit to a lower speed. It is a very congested area at certain times of the day and any effort to slow traffic will just make it worse. The only way to help solve the congestion is to streamline the corridor with additional lanes, bus lanes, thru lanes, etc. While there have been efforts to make 95 more viable as a commuter corridor, Route 1 will always remain as one due to the flow of traffic, as is the GW Parkway. Please do not slow it down by lowering the speed limit.</p>
6	Daron Hartsvigsen	11/20/21 (Before Meeting)	<p>All, The speed limit on Hwy 1 isn't the problem. The problem is centered around people not operating their vehicles safely. Reducing the speed limit will not change those unsafe drivers' minds. Doing so may actually make the speed differential worse in those cases where individuals refuse to drive in a safe manner. What is needed is police presence and enforcement of current laws. Who is going to enforce a new speed limit? The current one is violated so much I have little confidence an even lower one will be enforced.</p> <p>Also, should the speed limit on a main throughway be reduced to something closer to residential streets, in some cases we may be pushing traffic through our neighborhoods as a byproduct of less efficient flow on Route 1.... With all that said, this effort to study the speed limit is a waste of money.</p>
7*	Michael & Patsy Hinton	11/22/21 (Before Meeting)	<p>Thank you, Kathleen, for keeping us informed. We are experiencing a very unsafe speeding problem on Orville Street and cannot even before the thoughts of a pandemic get police support.</p>

Richmond Highway (Route 1) Speed Limit Study

No.	Name	Date	Question/Comment/Suggestion
8*	Greg Crider	11/23/21 (Before Meeting)	Just for the record, I am NOT supportive of lowering the speed limit at this time.
9*	Terri Parsons	11/19/21 (Before Meeting)	My opinion is that it will only make traffic worse on an already over-loaded road.
10*	Laura Pegher	11/19/21 (Before Meeting)	<p>Related to the subject about the Route 1 speed study. I think it needs to take into account how it appears people go way below the speed limit for many of the stretches. I have been on it many times during non-rush hours to have people that go 30-35 up the road for miles (meaning they are not turning into/ out of the many areas that are possible for them to turn). This study needs to account for if people would go close to the limit what would be the outcome, not just measure what speed people currently go on the road.</p> <p>I understand that some folks do drive too fast (above 50mph in the 45 zone), but it needs to go into a true independent look at how to move the traffic efficiently while being safe.</p>
11*	Michael Brownell	11/19/21 (Before Meeting)	I favor keeping the speed limit at 45 MPH. I am opposed to building sound walls. Do the best you can!
12*	Bryan Jacobs	11/19/21 (Before Meeting)	Although I appreciate the effort here it's not just the speed that is the problem in this area. It's that the vehicles, at any rate of speed, are too loud. They have been retrofitted with aftermarket, modified exhaust systems that make them loud at any speed. They accelerate out of side roads onto Rt 1 and from 0-45 mph they can be hear for miles. It is unbearable in the Belle Haven neighborhood. As the new President of the Belle Haven Citizens Association I would like your support in working with our Delegate and Senator to change the state law that allows these vehicles to possess these exhaust systems. Enforcement is also key, but police aren't allowed to pull cars over for loud exhaust. Please help the citizens of northern fairfax county in getting some relief from this nightmare of loud cars that we can hear all day and night. Thank you.
13*	Scott Michael	11/19/21 (Before Meeting)	<p>You asked for feedback on reducing the speed limit on Route 1.</p> <p>After ruining the GW Parkway, you might as well "fix" the only other way to get anywhere.</p>
14*	Nancy James	11/20/21 (Before Meeting)	I am in Supervisor Stork's district. I definitely urge the lowering of the speed limit along Route One between the Beltway and Jeff Todd Way. Not so sure about the section south to the first Ft. Belvoir Gate.
15*	John Powers	11/19/21 (Before Meeting)	<p>I am totally opposed to reducing the speed limit on Richmond Hwy in those areas.</p> <p>You just lost my vote.</p>

Richmond Highway (Route 1) Speed Limit Study

No.	Name	Date	Question/Comment/Suggestion
16*	Jim Hays	11/19/21 (Before Meeting)	The LAST thing we need is another increase to our commute times! The proposed upgrades to Route 1 are supposed to increase safety. Why do this now?
17*	Claire Kunkel	11/19/21 (Before Meeting)	<p>Before lowering the speed limit, look at timing of the lights, raised crosswalks at intersections (they function like speed humps, encouraging drivers to slow down), and maybe traffic patterns at intersections.</p> <p>Just a thought.</p>
18*	Jim Preston	11/20/21 (Before Meeting)	<p>I will be unable to attend the virtual meeting on November 30th, so I wanted to offer my opinion regarding your desire to reduce the speed limit on Richmond Highway. For the record, I OPPOSE any reduction in the speed limit for the following reasons:</p> <ul style="list-style-type: none"> • In many cases, depending on the time of day, the average speed is well below 45 mph anyway. • For whatever reason, even if traffic is flowing at a reasonable pace, there are always those who drive less than 45 mph. Lowering the speed limit just makes everyone drive slower. • As sad as they are, pedestrian fatalities on Richmond Highway are almost always caused by crossing the road at night, in dark clothing, and in areas between intersections and crosswalks. Reducing the speed limit 16 will have little effect on reducing those fatalities. Have you considered better enforcement of crosswalk violations? • For those times when traffic flow allows greater speeds (up to 45 mph), artificially constraining traffic flow will only result in more speeding violations, because people will drive as fast as traffic allows. This is just human behavior, so you'll be making criminals of those who are going faster, yet just as safely. <p>I appreciate your taking the time to consider my position.</p> <p>On another subject, I would appreciate your considering me for a position on the Police Civilian Review Panel. I am a newly-retired airline pilot and a former Federal Flight Deck Officer. I've also participated in the Citizens Police Academy (now Community Police Academy). I'm not sure what other criteria might be desired, so if you can think of anything, please let me know.</p>
19	Susan Boyer	12/2/21	<p>VDOT staff,</p> <p>First, thank you for taking this step to address the community requests for safer Route 1. I'm writing to support VDOT lowering the speed limit to 35mph to make the roadway safer. Speed kills, and reducing speed saves lives. In addition to increased safety, making our neighborhoods accessible to more than just cars can help reduce dangerous greenhouse gas emissions by encouraging walking, biking, and transit usage. But it must be safe to do so.</p>
20	Laura Pegher	12/2/21	<p>I just wanted to voice my opinion about the speed limit. I believe the current speed limit of 45mph is appropriate for that stretch of road.</p>

Richmond Highway (Route 1) Speed Limit Study

No.	Name	Date	Question/Comment/Suggestion
			<p>I drive it at various times and yes there are the folks that speed, but the majority of people go below or slightly above the limit. I don't think lowering the speed limit will address the issue that several folks think is the cause of the problem.</p> <p>I think it will only cause issues and frustration for many folks beyond what the multiple turning into businesses already add to both fast and slow lanes.</p>
21	Mary Ward	12/2/21	<p>VDOT staff, Dear VDOT: I appreciate your consideration of lower speed limits on Route 1 and am writing in strong support of this effort to make our roads safer for pedestrians, cyclists, motorcyclists, and auto drivers. Thirty-five miles an hour is a reasonable compromise between moving traffic and reducing pedestrian and cyclists deaths. Making speed limits lower enables other forms of transportation by making walking and cycling more safe and pleasant. In addition to increased safety, lower speeds have the added benefit of lowering greenhouse gases by enabling other forms of transportation. Thank you for your consideration.</p>
22	Martin Tillett	12/2/21	<p>VDOT staff , I am a resident in a neighborhood bordering Richmond Highway in the Mount Vernon District and I support the 35 mph speed limit proposal from VDOT. Sincerely, Martin Tillett</p>
23	Larry Zaragoza	12/6/21	<p>I was unable to attend your public meeting on November 30, but I would like to offer the following comments:</p> <ol style="list-style-type: none"> 1. There is a safety issue on Richmond Highway. People cross the road at all points, not just crosswalks. I have watched young adults perform cartwheels in front of oncoming traffic because they expect the cars to stop, parents with stroller crossing, and parents with young children all crossing away from crosswalks. Lowering the speed limit will not address this problem. We need some kind of barrier, like a fence, or change in elevation between the walkway and road, which has been done in other areas. 2. I would expect that lowering the speed limit will increase vehicle emissions and vehicle emissions should be considered in this process along with providing easy access to the businesses along Richmond Highway. 3. When I-95 traffic backs up and sometime just to avoid I-95, commuters from the south shift over to Richmond Highway. This pass through traffic makes travel on Richmond Highway more difficult.

Richmond Highway (Route 1) Speed Limit Study

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			<p>4. I recognize that addressing these concerns will be challenging. I hope that you can find a way to limit pedestrian crossing to crosswalk before construction begins otherwise, I fear that the dangerous situation that we have today will be even worse.</p> <p>Thank you for your attention and please keep me informed of VDOT work on Richmond Highway.</p>
24	Bruce Wright	12/6/21	<p>Comments from Fairfax Alliance for Better Bicycling (FABB)</p> <p>VDOT and FCDOT should determine what speed is the safest for the Route 1 corridor given the land use, population density, existence (and potential) of pedestrian and bicycle trips, and then modify the design of the road to accommodate that speed. That is the approach discussed in the NACTO publication City Limits: Setting Safe Speed Limits on Urban Streets. Rather than using existing speeds to determine the speed limit, engineers and planners should be allowed to ""set the limit at the speed that will create the best, safest conditions for all road users.""</p> <p>The current speed limit of 45mph is too high in such a populated area with at-grade crossings. Since speed enforcement in Fairfax County is so lacking, actual speeds during off-peak hours are likely much higher than 45mph. One reason pedestrian crashes on Rt 1 are so deadly is due to the higher speed.</p> <p>Narrowing the lanes to 10 feet would be a start.</p> <p>Pedestrians and bicyclists are equal users of the roadway, and many people walk and bike in the Route 1 corridor despite the lack of safe facilities. Counts of those users should be an integral part of the speed study analysis. Their mode of travel is important and VDOT and FCDOT should want to improve their travel times and increase that mode share.</p> <p>If the speed limit is reduced to 35mph, speed limit signs should be placed at frequent intervals to remind drivers.</p> <p>At a reduced speed, the intervals between cars can be reduced, lessening the impact of the slower speed. Timing of lights for 35mph speeds can also help improve the flow of traffic.</p> <p>To improve travel times for pedestrians and bicyclists, Rest in Walk should be implemented for the Route 1 mainline.</p> <p>The speed study should consider the time of day when the recorded speeds occur. If speeds during am/pm peak travel times are slow, the</p>

Richmond Highway (Route 1) Speed Limit Study

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			speed limit has little impact. Higher speeds during off-peak can be especially dangerous for pedestrians and bicyclists.
25	Avril Garland	12/8/21	Speed limits are too high. Yes, do lower speed limits to make roads safer for cyclists. Lower speed limits would also lessen the incentive to to drive and get more people on bikes. Fossil-fuel guzzling cars contribute to climate change.
26	Christine McElwain	12/10/21	Hello, my name is Christine McElwain, and I live on Schooley Dr. next to Memorial. As an easy way to get out to Rt. 1 I use Memorial Street. I agree to having a couple speed humps on the road also. People coming down the hill go way too fast for the congested street. I am also asking for a straight sign to be put up on the stop light coming from Memorial Street (Giant side) to the gas station side please. People do not see the sign farther back, and think both left lanes are for turning left. This makes this intersection even more treacherous. It doesn't happen all the time, but from time to time it does. Thank you for your time, and consideration on this matter.
27	Katherine Ward	12/10/21	VDOT staff, As a long-time commuter on Rt 1 since 1985 it is important for me to share with you my appreciation for your reduction of the speed limit to 35MPH. This roadway is our main street not a speedway. As it continues to develop with more residential units it is imperative that citizens be able to cross this roadway without fear of being run over. Do NOT wait for the BRT. Reduce the speed now! As a commuter the lower speed limit will also make my commute more relaxed and pleasant, while getting me to where I need to go in a safer manner.
28	Renee Grebe	12/10/21	Good morning VDOT team, I am writing to you today on behalf of the Audubon Naturalist Society (ANS), Washington, D.C. region’s oldest independent environmental organization. We advocate for the protection of open space, for healthy communities for people and nature, and for strong environmental policies. ANS supports lowering the speed on the Route 1 corridor to 35mph. ANS appreciates your team taking the time to engage the community on November 30th for the first virtual public information meeting on the Richmond Highway (Route 1) Speed Limit Study. As we consider what makes a “healthy community”, one component is how walkable and bikeable an area is. In the case of Route 1, we know that it is one of the most dangerous roads in Fairfax County and we know that speed kills. The likelihood of a pedestrian to survive being hit by a car going 45mph is only about 35%, but survivability nearly doubles when

Richmond Highway (Route 1) Speed Limit Study

No.	Name	Date	Question/Comment/Suggestion
			<p>the speed is dropped to 35mph (see Fairfax County’s draft Safe Streets for All Program Recommendations).</p> <p>Route 1 today, with a current speed of 45mph, puts pedestrians at risk every day. Did you know there is a pedestrian crossing sign on Route 1 north of Bowsell Avenue that is not at a pedestrian crosswalk? (Photo attached; Viewable on Google Maps) Through this sign placement, it seems as though VDOT has acknowledged how dangerous this particular stretch of road is – so much so that an area without crosswalks is marked as a place where pedestrians cross.</p> <p>While the pedestrian crossing sign mid-block points to larger design problems, ANS understands that the speed is what is being studied through this initiative. And the facts tell us that reducing the speed to 35mph will increase these pedestrians’ changes of survival in case of an accident.</p> <p>ANS supports lowering the speed on the Route 1 corridor to 35mph. Please help address the global climate crisis by taking the step to making our neighborhoods safer and accessible to more than just cars. A slower speed on Route 1 is a good step towards increasing safety along the corridor, and with increased safety, dangerous greenhouse gas emissions from cars can be reduced by encouraging walking, biking, and transit usage.</p> <p>We thank you for the consideration of our comments to lower the speed on Route 1 to 35 mph.</p>

*Forwarded by Peyton Smith, Transportation and Community Outreach Aide in Supervisor Storck’s office

Richmond Highway (Route 1) Speed Limit Study

Questions and Comments Posed during the Public Information Meeting

Seq. No.	Last Name	First Name	Format	Comment or Question
1	Nittle	Gail	Written	Cannot see slides on screen. Only the speaker
2	Gauger	Jeff	Written	Do you take into account the volume of pedestrians who cross outside of crosswalks?
3	Brinley	William	Written	Is the planned route 1 modifications for the BRT project being used as the "base" for the road conditions?
4	Waranoski	Victoria	Written	Will the data collected and results of the study feed into the Richmond Hwy BRT project, and other development projects along the corridor? How are these studies used outside of speed limit evaluation?
5	Mannarino	Tammy	Verbal	Great. Thank you. I appreciate the presentation .My question is related to what you were just talking about. I understand that speed limit impacts decisions on whether or not to construct sound walls in certain areas. So, with the new design for the BRT, it looks like sound walls may be a possibility for the historic Gum Springs area, and so that is where my concern comes from. So, maybe sounds like that will be an area that the speed limit study might impact on the design of the BRT.
6	Klein	Jim	Written	Factors - Route 1 land use is changing rapdly - new housing and hotels are pedestrian generating uses - are development activities in process considered "existing land use"
7	Glaser	Mark	Written	are there plans to make rt1 a better road
8	De Silva	Andrew	Written	Currently cars race through traffic signals as they change to red where there are pedestrian crossings. Even with a lower 35mph speed limit, such driver behavior is likely to continue leading to unsafe outcomes for pedestrians especially seniors living in the area that have to cross 4-6 lanes to get from one side to another of Richmond Hwy. How can VDOT improve safety at these pedestrian crossings in addition to the reduced speed limit?

Richmond Highway (Route 1) Speed Limit Study

9	Wright	Bruce	Verbal	<p>Hi. Thanks for the opportunity to ask some questions and also thanks for the short presentation so that we can get a lot of questions in. We appreciate that. Couple of comments. One comment initially regarding the existing conditions. I looked at the statute that you mentioned and I did not see anything there about existing conditions, and so I am wondering where that is coming from. And then the second comment or question is I see that you are looking at the land use around the road.</p> <p>Traditionally, the 85th percentile seems to have driven the speed studies and that it's a bit outdated in that there are so many other factors that could go into setting the speed limit. And, in fact, NACTO has a great guide called City Limits about using these other factors. Related to that, the second question, is: Are you looking at the distance between intersections because that is a big driver to all of the many pedestrian crashes in that corridor because that there is so much activity there? And the other factor is: Are you looking at population density? Because this is some of the most densely populated area in the County, with lots of commercial activities. So, the 45-mph speed limit is really outdated in that area. Sorry for the comments and the multiple questions but just wanted to pose those questions, especially about the existing conditions and the distance between intersections and use of population density in your analysis.</p>
10	Bushman	Kay	Written	<p>Do you look at effects of reduced speed on parallel roads such as Ft. Hunt or the GW Parkway if you reduce the speed? Although I support a reduced speed, I would be afraid the traffic would switch to the GW Parkway which has higher speed limits.</p>
11	Pellegrino	Zander	Written	<p>How are crash data, driver behavior etc combined in the study? Is there a formula that quantifies these data points?</p>
12	Pelligrino	Zander	Written	<p>You mentioned that presence of sidewalks is considered when assessing the study. Is that an indicator that the limit may need to be lowered because there is access or is that an indicator that the limit may be acceptable because pedestrians have infrastructure?</p>
13	Miller	Michael	Written	<p>Since the as-is condtions are the basis of the study, will VDOT reassess after BRT?</p>
14	Bukoski	John	Written	<p>At a recent Richmond Highway BRT meeting, if was announced that the design speed limit for the project was reduced to 35 MPH based on VDOT guidance. Doesn't this indicate that the decision has already been made to reduce the speed limit?</p>

Richmond Highway (Route 1) Speed Limit Study

15	Foxx	Keith	Written	Thank you to VDOT, the design team and Supervisor Lusk. Seems like the speed limit should be lowered. Did you do vehicle and pedestrian counts on the weekends also? Has the team considered removing the name "highway?" I'm assuming we are considering geometric improvements like lane reductions, closing some driveway entrances, consider "No Turn on Red" signs in selected areas. I will send an email with more recommendations. Thanks for spending your evening with us.
16	Paden	Mary	Verbal	I was wondering how the data you collected in this study might help inform the road planners as to where we might put additional crosswalks. Some of our crosswalks are like a mile apart, and a lot of jaywalking occurs because it is so far from one crosswalk to another. Is there something that will help enlighten whether and where we should have more crosswalks?
17	Ledec	Catherine	Verbal	Catherine was called on to ask question, but she did not speak.
18	Pellegrino	Zander	Verbal	Thank you all so much. My question is: What role will public comment play in the decision to lower the speed limit or not? I understand we have a lot of data points going in, but I am wondering if we get 100 people to write a comment and say it needs to be 35, will that make a difference and just will that be considered? Thank you so much.
19	Ledec	Catherine	Written	Thank you for the presentation. How will data on usage be collected, related to local use of the road? How will that be included in the study? And then, how will this data on local use be used to form the recommendations in the study. Those of us who live here, use sections of the road regularly and are likely not included in the statistics that measure pass-thru traffic. Measuring local use of the road is different than measuring pass thru traffic.
20	Brinley	William	Written	What is the rationale for a reduced speed limit with the BRT project as the road will be wider with medians and dedicated bicycle and pedestrian lanes/walkways.....
21	Crider	Greg	Written	Can you describe how the data will be collected? Will it include cameras, personal observers at specific locations, speed sensors along the road, etc?

Richmond Highway (Route 1) Speed Limit Study

22	Ray	Tyler	Written	What other solutions are considered by VDOT and Fairfax County instead of reducing the speed limit to address pedestrian safety concerns? Given the vehicle usage indicated a reduced speed limit would seem to have a detrimental impact on traffic and travel time along Route 1.
23	Walton	Jim	Written	Does the speed study consider impact to throughput (travel times) and any cumulative negative impacts (i.e. cumulative time loss) due to speed reductions as well as impact to alternative routes? (i.e. traffic moving to other routes).
24	Mannarino	Tammy	Written	Is it likely that there will be a single speed limit recommendation for the length of the study area? If there are changing limits, how many might there be?
25	Ichter	Larry	Written	Dan Reinhard's answer said that both the widening and BRT projects WILL implement 35 mph speed limits. If that is the case, it seems like this is a done deal and will not matter what the speed limit study shows. Otherwise both projects need to adopt what the study results in.
26	Mannarino	Tammy	Verbal	Tammy was not available to respond.
27	Brinley	William	Written	Given the comment about focusing on the speed limit study, I withdraw the BRT specific question (see Item 20)
28	Salmon	Mike	Written	Are you planning to consider the effect on commuting times for drivers? Northern Virginia commuters already have some of the longest commuting times in the country and the speed limit on the sections of Route 1 in Arlington are going to be reduced.
29	Salmon	Mike	Written	Also, are you planning to consider how a speed limit below what the road is designed for is going to create tension between drivers and law enforcement? Few drivers will follow a 35 limit unless the road is redesigned to constrict speeds and capacity. The result is tickets will appear to be selective endorsement of a few drivers targeted by the police.
30	Salmon	Mike	Written	And regarding pedestrians and cyclists, a more direct way to improve safety is improve the infrastructure not change speed limit signs to 35 which few drivers will follow. I am concerned that we are underemphasizing those because infrastructure changes are more expensive than changing signs.

Richmond Highway (Route 1) Speed Limit Study

31	Ledec	Catherine	Written	How will you ensure that you are obtaining input to this study from residents that typically do not attend presentations such as this due to challenging work schedules, inability to obtain child care, not good or no internet access, or inability to obtain translation services?
32	Dyer	Margaret	Written	What impact will lowering the speed limit have for thousands of drivers traveling along Route 1 and others connecting to major corridors by deicing? Especially with people apprehensive about taking transit or carpooling during a pandemic?
33	Miller	Michael	Written	Given that design affects all factors for safety, has VDOT considered the safety aspects of modern roundabouts in the speed limit assessment context?
34	Klein	Jim	Written	Please explain how pedestrian use is factored in the speed study. There are many places in the corridor where pedestrians walk on the shoulder (just south of Buckman Rd, for example) or cross outside marked walks to reach the bus stop for example leading to crashes and conflicts. This is due to lack of facilities. How are these factors considered
35	Wright	Bruce	Written	If the safest speed for the corridor is lower than 45mph, what happens next?
36	Grebe	Renee	Written	Two questions: (1) Can you talk about how is VDOT handling the “current conditions” still being impacted by the current pandemic? (2) Similar to Kay’s question re: impacts to nearby roads, what are the other considerations that might result in change if the speed limit is reduced? E.g. change in timing of lights, cross walk changes.
37	Wright	Bruce	Written	FYI, NACTO guide CITY LIMITS: https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_Spreads.pdf
38	Glazer	Melinda	Written	How are you planning to track reportable accidents vs non-reportable accidents such as rear-end accidents that don't result in injury or significant damages?
39	Paden	Mary	Written	Some crosswalks are a mile apart leading to much jaywalking. How will the data you collect help road planners decide where to put additional crosswalks

Richmond Highway (Route 1) Speed Limit Study

40	Breehey	Sonya	Written	I hear you saying you look at traffic volume which is a specific count. But you said you don't do pedestrian or bike counts in the corridor. Why not? Understanding how many people are walking, biking and where they are crossing seems a critical component of whatt should be considered when setting an appropriate speed limit.
41	Breehey	Sonya	Written	Are you considering the number of people using transit in the corridor and how people access the bus stops? They are greating impacted by speed.
42	Reid	Ingrid	Written	Is the type of sidewalk considered when looking at pedestrian infrastructure? many sidewalks in the corridor are narrow and directly abut the highway which seems unsafe from a pedestrian perspective.
43	True	Betsy	Written	We would ask what problem is going to be solved by slowing the speed limit? It doesn't seem like Rt 1's problems are caused by the speed limit. Will traffic problems be amplified by additional congestion? Rt 1 is a residential neighborhood (and more housing added all the time), a commercial district and a commuter road. Finally, how many attendees are here tonight?
44	Waranoski	Victoria	Written	Please also note that this area is highly multicultural and could benefit from a Spanish version of this presentation.
45	Crider	Greg	Written	What are the 7 locations where data was collected?
46	Wright	Bruce	Written	If speeds during rush hour are lower, would lowering the speed limit have much of an impact on travel times when the road is most heavily used?
47	Ramlow	Bert	Written	First, sorry I didn't join the meeting earlier. I did hear different speed limits discussed. I just wanted to add that 40-45 MPH south of Fort Belvoir to I-95 and 35-40 north of Fort Belvoir to I-95 would be appreciated. Some parts south could be even lower, i.e., 35-40. Just a thought... By the way, folks will drive other roadways to get to their destination more quickly. Thanks for your time on this major project. NO NEED TO SHARE IF ALREADY ADDRESSED.
48	Wright	Bruce	Written	I think it's critical that pedestrian activity/counts be part of the study since the road is not safe for pedestrians and it's their road too. Their mode of travel is important as is their travel time.

Richmond Highway (Route 1) Speed Limit Study

49	Breehey	Sonya	Written	To be clear, my question about speed and transit users is about how they safely cross the street to access to teh bus stops, not necessarily about the speed of the bus.
50	Klein	Jim	Written	COMMENT: High speed through travelers or DC commuters can use I-95/295/395/695 Due to changng land use, Route 1 no longer functions as a high speed through highway.
51	De Silva	Andrew	Written	In the context of speed, is there any consideration for deceleration zones to allow a vehicle to come to a full stop at 35mph before hitting the pedestrian crossing zone? (currently vehicles travelling on Rte-1 don't seem to have sufficient time to decelerate to a full stop before a pedestrian crossing which leads to the vehicles stopping into the crossing when pedestrians are entering the crossing.
52	Hermerding	Benjamin	Written	What is the decibel level for auto noise as it relates to the speed and does that take into account the new normal of loud exhaust cars and trucks?
53	Miller	Michael	Written	Need to drop. While I don't really want to see a decrease in seed limit, I see the reasons and do appreciate the discussion and look forward to continued engagement. Thx all!
54	Breehey	Sonya	Written	The likelihood of surviviing a crash increases significantly by reducing the speed limit from 45 to 35 mph. How do you quantify improvments to pedestrian safety and survivability as you assess lowering the speed limit?
55	Bioty	John	Written	Comment: One only has to view the construction that is going on in the Richmond Highway area to see that changes are happening rapidly. The Richmond Highway area, like it or not, is becoming a place where folks, shop, dine, entertain, and reside - not just a thoroughfare. People/pedestrians, in my mind, are a factor to be considered in the speed study. Hasn't there been six or more pedestrian fatalities in the past several years on this section of Richmond Highway? Many of these factors lean toward a lower than 45 mph speed limit for Richmond Highway.
56	Wright	Bruce	Written	Thanks for the presentation and answers to our questions.
57	De Silva	Andrew	Written	Thank you

Inputs from VDOT Online Comment Form

No.	Name	Question/Comment/Suggestion
1	Jeff Snavely	Please do NOT lower the limit. This is a major thoroughfare. It does not have bikers on the shoulders and pedestrians use ample sidewalks & crosswalks. 35 would be artificially low and EVERY vehicle would be breaking the law driving at a reasonable pace.
2	Allen Irwin	I believe that a reduction to 35 PMH speed limit would greatly enhance the safety of the corridor for pedestrians and drivers, promote the redevelopment of the area to more walkable neighborhoods, and allow for a less wide Richmond Highway in the future.
3	NO name or email provided	I think it's too high in a densely populated area with a lot of foot traffic. However, I feel that lowering the speed limit will have no effect without a serious effort at enforcement.
4	NO name or email provided	The big safety hazard on Richmond Highway is the people who are begging, especially those who walk onto the highway and harass the drivers of vehicles.
5	NO name or email provided	It sounds like a very good idea. I would support this very much. I recently was on a community bike ride where part of the route was on Richmond Highway; very challenging! Lower speeds would be far safer for pedestrians crossing as well as bicyclists.
6	NO name or email provided	Impatient drivers already avoid RT 1 delays and cut through signal-less adjacent neighborhoods in unreasonable volumes and speeds (>50 mph!!) due in part to scant speed limit enforcement. How will lowering to 35 effect the ongoing reckless behavior?
7	Terri Parsons	Yes. Traffic is already horrible, decreasing the speed limit will only make it worse just like it has already done on the GW parkway recent 'improvements'
8	M. Stilwell	Yes. The speed limit should stay at 45mph. The congestion is such about the only time you can go the speed limit is in late night/early morning. Leave it as is.
9	Penelope Tagert	I believe that the current speed limit maintains safety and could possibly be slowed down further
10	NO name or email provided	Keep it at 45
11	Todd Koenings	Do not lower the speed limit, time the lights to limit number of stops
12	NO name or email provided	Keep it as is for safety
13	Charles Smith	The speed limit should stay the same in order to preserve safety and accessibility for pedestrians on the road
14	Kay (No last name provided)	I think the speed limit should stay 45 mph.
15	Sandra Woolfenden	The speed limit of 45 seems too fast for the amount of traffic using this design of corridor, related to the number of exits/entries to all the businesses along the road. Every time I drive here, I am glad that I don't have to walk in this area.

Richmond Highway (Route 1) Speed Limit Study

No.	Name	Question/Comment/Suggestion
16	NO name or email provided	Please slow it down to 30.
17	Zander Pellegrino	1. Reduce the speed limit to 35MPH 2. Transparently describe what impact public input will have on the speed study.
18	NO name or email provided	I would like to keep the speed limits 45 or ever slower to be honest. I feel it would be safer.
19	NO name or email provided	I think the speed limit is perfect as it is. It shouldn't be increased, because that's not safe.
20	Jim Gearing	Lower it to 35 mph. It will be safer and the road can be narrower and the intersections can be smaller.

Survey Response Summary

Do you have any comments regarding the existing 45 MPH speed limit along Richmond Highway?

Personal Vehicle = 18
Bicycle = 1
Other = 2
No response = 1
Total = 22

How do you primarily travel in the study area?

Live in neighborhood = 1
evenly split, walking vs driving = 1
No response = 20
Total = 22

How did you hear about this meeting?

Social Media = 6
website = 5
newspaper = 1
Other = 9
"choice 1" = 1
Total = 22

Other - How did you hear about this meeting?

Friend = 3
CCAN email = 1
Supervisor Storck = 1
coworker = 1
Fairfax County email = 1
No response = 15
Total = 22