

## Proposed

MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATION'S (MVCCA) RESOLUTION (TRANSPORTATION) 2019-02 SUPPORTING THE PROPOSED PEDESTRIAN WALKWAY UNDERPASSES THAT MAY BE CONSTRUCTED UNDER THE TWO NEW BRIDGES THAT ARE TO BE BUILT WHEN RICHMOND HIGHWAY IS WIDENED AT BOTH DOGUE CREEK AND LITTLE HUNTING CREEKS.

1. **Whereas:** VDOT proposes to build two Pedestrian Walkway Underpasses that may be constructed under the two new bridges that are to be built when Richmond Highway is widened at both Dogue Creek and Little Hunting Creeks, and;
2. **Whereas:** VDOT has asked for citizen input and comment, and;
3. **Whereas:** The MVCCA Transportation Committee discussed this matter at length and would like to share its ideas for ensuring a great end product, and;
4. **Whereas:** The MVCCA General Council also supports both of the proposed Pedestrian Walkway Underpasses.

**Therefore be it resolved:** The Pedestrian Walkway Underpasses must be Safe and Secure, and;

**Therefore be it resolve:** The Pedestrian Walkway Underpasses must be Pedestrian friendly, inviting, well maintained, and esthetically pleasing in order for them to be fully utilized and safe, and;

**Therefore finally be resolved:** We urge our Supervisor Dan Storck to actively support the building of both VDOT proposed Pedestrian Walkway Underpasses at the two new bridges at both Dogue Creek and Little Hunting Creeks.

Unanimously Passed by the MVCCA General Council (Date) at their (Month) General Council Meeting

Attached: Transportation Idea's and concerns.

On February 4, 2019 and again on April 1, 2019 the MVCCA Transportation Committee discussed at length the proposed Pedestrian Walkway Underpasses that may be constructed under the two new bridges that are to be built when Richmond Highway is widened at both Dogue Creek and Little Hunting Creeks.

The Committee then voted in favor of supporting the proposed Pedestrian Walkway Underpasses.

The following are the highlights of that discussion and we ask the implementation of as many as possible or other good ideas that achieve the same desired results of safety, security, and pedestrian inviting and friendly.

Discussion results follow:

1. The Pedestrian Walkway Underpasses must be Safe and Secure:
  - A. Motion sensing lighting that turns on when someone enters the Pedestrian Walkway Underpasses and stays on until they leave — day or night.
  - B. Security devices and protocols (cameras, panic buttons, emergency alarms).
  - C. Process in place to immediately report safety and security issues with someone directly responsible for correcting security and safety issues in real time.
  - D. Safety railing must be installed if close to the creek
  - E. Kept clear of trash, loitering, and clear of snow and ice.
2. The Pedestrian Walkway Underpasses must be Pedestrian friendly, inviting, esthetically pleasing in order for them to be fully utilized, safe, and maintained.
3. Design and construction concerns:
  - A. Possible flooding in high water events (Not full flood stage events).
    - Consider Solid (Stone, concrete, brick) water tight step wall along steam side of Pedestrian Walkway to help prevent flooding of walkway in high water events (Anchorage Alaska uses this technique).
  - B. Slippery road surfaces on bridges due to the proposed open Grates designed to let light onto Pedestrian Walkway.
    - Grates should not be on the vehicular travel surfaces of the bridges but should instead be located in the areas between the vehicular travel surfaces.
4. Post construction the committee is cornered that there will not enough money to maintain the Pedestrian Walkway Underpasses and keep them inviting, safe, and secure:
  - Sufficient money must be budgeted/dedicated to maintain and keep inviting, safe, and secure.

**DRAFT PROPOSED:**

**MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATION'S (MVCCA) RESOLUTION (TRANSPORTATION)  
2019-01 SAFETY AND TRAFFIC FLOW IMPROVEMENT: FORT HUNT ROAD AT RICHMOND  
HIGHWAY/ROUTE 1 CROSSING AND NORTHBOUND ONTO RAMPS TO I-495 TOWARDS WOODROW  
WILSON BRIDGE AND MARYLAND**

1. **Whereas:** Drivers on Fort Hunt Rd have a difficult time seeing how to cross Route 1 to access Old Richmond Highway, Ourisman Chevrolet/Chrysler/Jeep/Dodge, and Great America Steak & Buffet, and;
  2. **Whereas:** The concrete island on the NW side of the intersection is "hidden" by the center ridge of Richmond Highway/Route 1, and;
  3. **Whereas:** The entrance to Ourisman Chevrolet creates the illusion of a "street," causing drivers to aim for that "street," and;
  4. **Whereas:** Drivers have no lane guidance to help them stay on track to enter the street on the NW side of the intersection properly (to the right of the island), and;
  5. **Whereas:** Striping and lane guidance in entire area is poor, confusing, and hard to see, and;
  6. **Whereas:** VDOT is studying the issues leaning toward installing an enlarged raised island in the current location with enhanced signage, and;
  7. **Whereas:** VDOT has also agreed to extend the Old Richmond Highway hatched median and remove the "puppy tracks" for East Bound Left Turn movement at that same location, and;
  8. **Whereas:** Traffic volume in this area has increased significantly in the past few years due to the increased population at Fort Belvoir, and;
  9. **Whereas:** Pedestrian cross walk markings are not adequate for the intensity of vehicular travel in the area and the center pedestrian refuge on Fort Hunt Road is not safe, and;
  10. **Whereas:** Heavy traffic congestion moving north to and on the ramps to I-495 towards Maryland at times bad enough to cause grid lock in the nearby intersections.
- A. **Therefore be it resolved:** We support VDOT's study of installing an enlarged raised island in the current location that also has enhanced signage and;
  - B. **Therefore be it resolved:** We support the removal of the current "puppy tracks" and extending the hatched median on the Old Richmond Highway side of the intersection and we request revisiting the area after 30 days to consider additional measures to improve both safety and traffic flow and;
  - C. **Therefore be it resolved:** Request all the Pedestrian Crosswalks road surface markings be enhanced and the pedestrian refuge on Fort Hunt Road be improved, and;
  - D. **Therefore be it resolved:** We ask VDOT to determine the causes and effects of north bound heavy traffic congestion in area and especially on the ramps to I-495 towards Maryland and once identified move as quickly as possible to make all needed improvements, and;
  - E. **Therefore be it finally resolved:** We ask our elected officials, Supervisor Dan Storck, Congressman Don Beyer, Virginia State Senator Adam Ebbin, Virginia State Delegate Paul Krizek, to support and aid VDOT in all ways necessary so VDOT may fund and quickly implement these or better not yet identified solutions understanding that delay will only prolong the current conditions and put drivers at unnecessary risk.

Unanimously Passed by the MVCCA General Council (Date) at their (Month) General Council Meeting