

I-495 SOUTHSIDE EXPRESS LANES STUDY

Spring 2022 Public Information Meetings

Public Comment Summary Report

August 5, 2022

VIRGINIA DEPARTMENT OF TRANSPORTATION

The Virginia Department of Transportation (VDOT) is conducting the I-495 Southside Express Lanes Study (495 Southside Study) in coordination with the U.S. Department of Transportation Federal Highway Administration and Maryland Department of Transportation State Highway Administration.

TABLE OF CONTENTS

| | | |
|------------|---|-----------|
| 1.0 | Introduction | 2 |
| 2.0 | Meeting notification and Outreach | 2 |
| 3.0 | Attendance | 3 |
| 4.0 | Format and Materials | 3 |
| 4.1. | Virtual Public Information Meeting | 3 |
| 4.2. | In-Person Public Information Meetings | 4 |
| 5.0 | Public Comments | 4 |
| 5.1. | Overview | 4 |
| 5.2. | Summary of Findings from Comment Form/Survey | 5 |
| 5.3. | Breakdown of Findings from Public Comment Form/Survey | 6 |
| 5.4. | Comments and Questions Received at the PIMs..... | 13 |
| 6.0 | NEXT STEPS | 26 |

LIST OF TABLES

| | | |
|----------|---|----|
| Table 1. | Public Information Meeting Logistics..... | 2 |
| Table 2. | Public Meeting Attendance..... | 3 |
| Table 3. | Elected Officials Attendance | 3 |
| Table 4. | Number and Method of Comments Received | 5 |
| Table 5. | Summary of Comments and Questions Received at Spring 2022 PIMs During Formal Q&A Sessions | 14 |

ATTACHMENTS

Attachment A

1.0 INTRODUCTION

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) and other federal, state and local agencies in Virginia and Maryland, is conducting the I-495 Southside Express Lanes Study (495 Southside Study) to potentially extend the Express Lanes system on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince George’s County, Maryland. The 495 Southside Study began in January 2022, with the first series of Public Information Meetings (PIMs) held in Spring 2022 to introduce the study to the public and allow the public to ask questions and provide feedback. This report details the virtual and three in-person PIMs that were held as a part of this process.

The Spring 2022 PIMs included one virtual meeting and three in-person meetings, all of which presented identical content. **Table 1** summarizes the meeting locations, dates, and times. All meetings took place from 6:30 to 8:30 p.m., with the formal presentation beginning at 7:00 p.m.

Table 1. Public Information Meeting Logistics

| DATE/TIME | LOCATION |
|---|--|
| Wednesday, May 18, 2022 6:30 – 8:30 p.m. | Virtual Meeting held through Webex and streamed on YouTube Live |
| Thursday, May 19, 2022 6:30 – 8:30 p.m. | Oxon Hill High School (Auditorium) 6701 Leyte Drive, Oxon Hill, MD 20745 |
| Monday, May 23, 2022 6:30 – 8:30 p.m. | John R. Lewis High School (Cafeteria) 6540 Franconia Road, Springfield, VA 22150 |
| Wednesday, May 25, 2022 6:30 – 8:30 p.m. | Nannie J. Lee Memorial Recreation Center (Kauffman Auditorium) 1108 Jefferson Street, Alexandria, VA 22314 |

2.0 MEETING NOTIFICATION AND OUTREACH

Various advertising and outreach methods were used to notify the public and stakeholders about the 495 Southside Study Spring 2022 PIMs. Notifications began 30 days ahead of the first PIM with a newsletter that was distributed to local media and an email list of more than 300 individuals, comprised of residents, stakeholders and elected officials within the study area in both Virginia and Maryland. Other outreach efforts included additional e-blasts sent to the 300+ stakeholder list, press releases sent to local media, direct postcard mailing sent to approximately 34,000 properties in Springfield, Virginia, Alexandria Virginia, and Oxon Hill Maryland, print ads in the Washington Post and local newspapers, paid social media ads (geographically targeted), organic social media posts, digital display ads, and a letter and email sent to Environmental Justice (EJ) audiences and communities. The EJ letter and email was sent in both English and Spanish to identified EJ organizations, which included schools, places of worship, affordable housing, civic leagues/neighborhood associations, food banks/pantries, and diversity organizations located within one mile of the study area or an intersecting block group. Additionally, newspaper advertisements were placed in English and Spanish newspapers that service the study area to reach members of the public who do not use the internet or do not have internet access.

3.0 ATTENDANCE

More than 160 people attended the Spring 2022 PIMs. Meeting attendance at the virtual and in-person PIMs is summarized in **Table 2**. The meetings were attended by members of the public, elected officials, and city/county staff. Although no attendees identified themselves as media representatives, it is possible that unannounced media members attended the PIMs.

Table 2. Public Meeting Attendance

| ATTENDEES | VIRTUAL 5/18/22 | OXON HILL, MD 5/19/22 | SPRINGFIELD, VA 5/23/22 | ALEXANDRIA, VA 5/25/22 |
|-------------------------|--------------------|--------------------------|----------------------------|---------------------------|
| General Public | Approximately 100 | 12 | 27 | 19 |
| Elected Officials* | 4 | 1 | 2 | 2 |
| Total Attendance | Approximately 104 | 13 | 29 | 21 |

*Names of elected officials in attendance are included below in **Table 3**.

Table 3. Elected Officials Attendance

| MEETING | ELECTED OFFICIALS |
|------------------------------------|--|
| VIRTUAL 5/18/22 | <ul style="list-style-type: none"> Virginia Delegate Mark Sickles, 43rd District Supervisor Dan Storck, Mount Vernon District, Fairfax County, VA Supervisor Rodney Lusk, Lee District, Fairfax County, VA Councilwoman Jolene Ivey, District 5, Prince George’s County, MD |
| OXON HILL, MD 5/19/22 | <ul style="list-style-type: none"> Councilman Edward Burroughs, III, District 8, Prince George’s County, MD |
| SPRINGFIELD, VA 5/23/22 | <ul style="list-style-type: none"> Virginia Delegate Mark Sickles, 43rd District Supervisor Rodney Lusk, Lee District, Fairfax County, VA |
| ALEXANDRIA, VA 5/25/22 | <ul style="list-style-type: none"> Staff from Office of Virginia Delegate Elizabeth Bennett-Parker, 45th District Councilman Canek Aguirre, City of Alexandria, VA |

4.0 FORMAT AND MATERIALS

4.1. Virtual Public Information Meeting

The virtual PIM was conducted through Webex and opened for attendees at 6:30 p.m. An automated slideshow presentation looped before the formal presentation began at 7:00 p.m. The slideshow provided attendees with preliminary information on the 495 Southside Study, including an overview of the Northern Virginia Regional Express Lanes Network, the concurrent Virginia Department of Rail and Public Transportation (DRPT) I-495 Southside Capital Beltway Transit and Transportation Demand Management (TDM), study background, location of the study area, potential improvements that will be evaluated by VDOT, study goals, current traffic conditions, the National Environmental Policy Act (NEPA) process and what the Environmental Assessment will evaluate, the study timeline, and how to provide input and stay involved in the study.

After the formal presentation on the study, a question and answer (Q&A) session was held. Questions were opened to elected officials first, who asked their questions and provided comments on the study.

The Q&A then shifted to questions and comments from members of the public. Questions were taken from the Webex chat feature first, then those who utilized the Webex raised-hand feature were given the opportunity to ask their questions. The Q&A shifted back to questions from the chat, with the Q&A session extending beyond the scheduled end time to past 9:00 p.m.

The virtual public meeting was recorded and is available for public viewing on the study webpage at <https://www.virginiadot.org/projects/northern-virginia/495southsideexpresslanes.asp>.

4.2. In-Person Public Information Meetings

Like the virtual PIM, the three in-person PIMs started at 6:30 p.m. The in-person meetings were set up with a welcome sign-in table, informational boards, comment tables, a court reporter, and a formal presentation area. Attendees arrived and signed in at the welcome table, where they received an informational flyer on the study and a public comment form. Attendees were then directed to view the 14 informational boards on display before the formal presentation began at 7:00 p.m. The boards covered the same material as the pre-presentation slideshow at the virtual PIM, which included information on the Northern Virginia Express Lanes Network, the concurrent Virginia DRPT I-495 Southside Capital Beltway Transit Study, study background and area, potential improvements that will be evaluated by VDOT, the study goals, current traffic conditions, the NEPA process and what the Environmental Assessment will evaluate, the study timeline, and how to provide input and stay involved in the study. Additionally, three maps of the study area showing aerial imagery, property boundaries, local parks, schools, places of worship, and other prominent features were displayed.

Study staff were present at the informational boards and maps to take questions and comments from the public. The public was encouraged to fill out and hand in a public comment form at the comment tables and a court reporter was present at each in-person meeting to record dictated comments from attendees. Additionally, a Spanish translator was present at each meeting.

The formal presentation by VDOT staff began at 7:00 p.m., followed by a Q&A. After the formal Q&A, study staff took additional questions and comments from the attendees at the informational boards before the meetings concluded at approximately 8:30 p.m.

The informational boards and maps that were presented at the virtual PIM and displayed at the in-person PIMs can be found in **Attachment A**.

5.0 PUBLIC COMMENTS

5.1. Overview

The public comment period began on May 12, 2022 and concluded on June 21, 2022. The public was able to provide comments through a variety of methods, including:

- Filling out the public comment form at the in-person PIMs
- Recording a verbal comment with the court reporter present at each in-person PIM
- Verbally during the Q&A portion of each PIM (virtual and in-person)
- Completing the public comment form and commenting online at [virginiadot.org/495southside](https://www.virginiadot.org/495southside)
- Emailing to 495southsideexpresslanes@vdot.virginia.gov
- Mailing to: I-495 Southside Express Lanes Study, 9030 Stony Point Parkway, Suite 200, Richmond, VA 23235

- Calling 703-259-3752

A total of 484 comments were received as part of the Spring 2022 PIMs. The number and method of comment submissions are summarized in **Table 4**.

Table 4. Number and Method of Comments Received

| RECEIVED DURING THE PUBLIC INFORMATION MEETINGS | | |
|---|-----------------------------------|-----------------------|
| Meeting Date | Submission Method | Number of Submissions |
| VIRTUAL 5/18/22 | Formal Q&A Session (Verbal) | 18 |
| | Formal Q&A Session (Chat feature) | 29 |
| OXON HILL, MD 5/29/22 | Formal Q&A Session | 3 |
| | Comment Form/Survey | 4 |
| SPRINGFIELD, VA 5/23/22 | Formal Q&A Session | 10 |
| | Comment Form/Survey | 8 |
| ALEXANDRIA, VA 5/25/22 | Formal Q&A Session | 14 |
| | Comment Form/Survey | 6 |
| | TOTAL | 92 |

| RECEIVED THROUGH OTHER METHODS BETWEEN MAY 12, 2022 AND JUNE 21, 2022 | |
|---|-----------------------|
| Submission Method | Number of Submissions |
| Online Comment Form/Survey | 354 |
| Email | 34 |
| Mail | 2 |
| Phone | 2 |
| TOTAL | 392 |

| | |
|--------------------------------|------------|
| TOTAL COMMENTS RECEIVED | 484 |
|--------------------------------|------------|

5.2. Summary of Findings from Comment Form/Survey

A total of 372 people provided responses to the comment form/survey either online via the study webpage or in-person at the public meetings. Forty five percent of participants noted that they travel on any part of I-495 within the study area at least once a week, while 24% responded every day and another 24% responded rarely. Most of the respondents travel through the corridor with a personal vehicle (96%). The most respondents noted they travel through the study area on Saturday (70%), followed by Wednesday (57%), Friday (56%), Thursday (55%), Sunday (54%), Tuesday (54%), and Monday (52%). Most respondents travel through the study area midday (67%) and in the afternoon

(67%). Additionally, 43% of respondents travel through the corridor in the morning, 34% in the evening, and 5% in the late night/early morning.

The interchange most used by respondents to enter/exit during their typical trip through the corridor is the U.S. Route 1 interchange (55%), followed by the Springfield Interchange (I-395/I-95/I-495), Telegraph Road Interchange (42%), South Van Dorn Street Interchange (29%), Eisenhower Avenue Connector (24%), I-295 Interchange (24%), and the MD 210 Interchange (13%).

When asked how often they experience traffic congestion while traveling through the study area, 34% of respondents said at least once a week, 32% said every day, and 30% said rarely. In terms of how often respondents use the existing Express Lanes within the region, 30% responded rarely, 26% responded never, 20% responded once a week, 16% responded at least once a month, and 8% responded daily.

Respondents were asked to rate how important the 495 Southside Express Lanes Study goals were to them. Most respondents noted that it is extremely important to improve safety (43%), improve travel reliability (39%), reduce traffic congestion (42%), and provide additional travel choices (32%). Regarding continuity of the Express Lanes system, the most respondents (30%) noted that this was not important.

Additional input and needs identified by respondents show significant support for public transportation improvements, as well as bicycle and pedestrian improvements along the corridor. Other concerns noted by respondents include noise mitigation, environmental impact, access/exit points, impact to neighborhoods, safety, equity, and the effectiveness and cost of the proposed Express Lanes.

5.3. Breakdown of Findings from Public Comment Form/Survey

How often do you travel on any part of I-495 between the Springfield Interchange and MD 210 (Study area)?

Answered: 362

| Answer Choices | Count | % |
|----------------------|-------|-----|
| At least once a week | 164 | 45% |
| Rarely | 88 | 24% |
| Every day | 86 | 24% |
| Other | 28 | 8% |

What mode of transportation do you typically use to travel through the study area? Check all that apply.

Answered: 354

| Answer Choices | Count | % |
|--|-------|-----|
| Personal Vehicle | 341 | 96% |
| Other | 26 | 7% |
| Carpool/Vanpool (Traveling with 2 or more occupants) | 15 | 4% |
| Hired Vehicle (taxi, Uber, Lyft) | 11 | 3% |
| Bus | 10 | 3% |
| Business/Service Vehicle | 5 | 1% |

Of the 26 participants that specified other (7%), 11 (3%) noted they bike through the study area and 4 (1%) noted they walk.

What day(s) do you typically travel through the study area? (Check all that apply)

Answered: 347

| Answer Choices | Count | % |
|----------------|-------|-----|
| Monday | 179 | 52% |
| Tuesday | 187 | 54% |
| Wednesday | 199 | 57% |
| Thursday | 192 | 55% |
| Friday | 194 | 56% |
| Saturday | 242 | 70% |
| Sunday | 188 | 54% |

What time(s) of the day do you typically travel through the study area? (Check all that apply)

Answered: 345

| Answer Choices | Count | % |
|--|-------|-----|
| Morning (5 a.m. – 9 a.m.) | 148 | 43% |
| Midday (9 a.m. – 4 p.m.) | 230 | 67% |
| Afternoon (4 p.m. – 7 p.m.) | 230 | 67% |
| Evening (7 p.m. – midnight) | 116 | 34% |
| Late night/early morning (Midnight – 5 a.m.) | 16 | 5% |

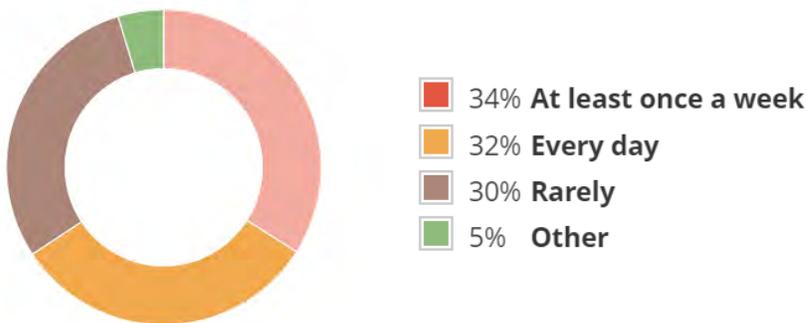
Please check the interchanges that you use to enter and/or exit during your typical trip through the corridor.

Answered: 341

| Answer Choices | Count | % |
|--|-------|-----|
| U.S. Route 1 Interchange | 186 | 55% |
| Springfield Interchange (I-395/I-95/I-495) | 175 | 51% |
| Telegraph Road Interchange | 142 | 42% |
| South Van Dorn Street Interchange | 98 | 29% |
| Eisenhower Avenue Connector | 83 | 24% |
| I-295 Interchange | 81 | 24% |
| MD 210 Interchange | 45 | 13% |
| None of the Above | 19 | 6% |

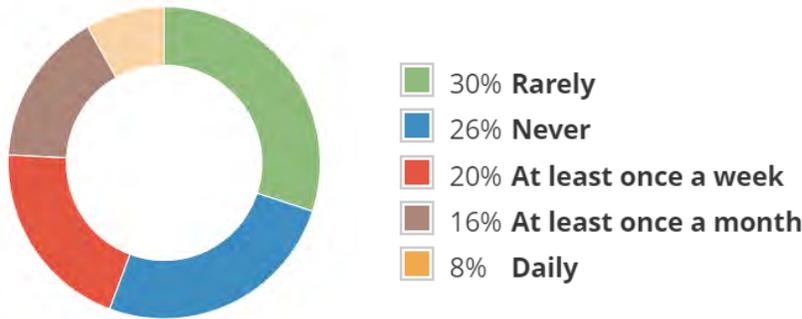
On average, how often do you experience traffic congestion while traveling through the study area?

Answered: 340



How often do you use the existing Express Lanes within the region?

Answered: 343



Please rate the 495 Southside Express Lanes Study goals.

Answered: 324

| | Extremely Important | Very Important | Important | Somewhat Important | Not Important | Study Not Needed |
|--|----------------------------|-----------------------|------------------|---------------------------|----------------------|-------------------------|
| Continuity of the Express Lanes system | 17% Extremely Important | 10% Very Important | 18% Important | 16% Somewhat Important | 30% Not Important | 10% Study Not Needed |
| Provide additional travel choices | 32% Extremely Important | 17% Very Important | 17% Important | 12% Somewhat Important | 16% Not Important | 5% Study Not Needed |
| Reduce traffic congestion | 42% Extremely Important | 15% Very Important | 17% Important | 14% Somewhat Important | 8% Not Important | 4% Study Not Needed |
| Improve travel reliability | 39% Extremely Important | 22% Very Important | 18% Important | 12% Somewhat Important | 7% Not Important | 3% Study Not Needed |
| Improve safety | 43% Extremely Important | 20% Very Important | 15% Important | 9% Somewhat Important | 8% Not Important | 6% Study Not Needed |

Please list any other needs within the study corridor.

Answered: 222

Comments received in response to this question expressed a desire for more comprehensive bike and pedestrian facilities within the study area (28%). Public transportation, including bus and train services, was also commonly identified (18%). Respondents inquired about transportation demand management and other transit studies would occur as part of the study to look at potential improvements to public

transportation services in the study area. Respondents also noted they would like to see Bus Rapid Transit implemented. Noise mitigation was another common theme mentioned in responses. Additionally, responses showed a concern over access/exit points, impact to neighborhoods and quality of life, environmental impact, and safety.

| Comments | Count | % |
|---|-------|-----|
| Bike/Pedestrian Improvements | 62 | 28% |
| Public Transportation | 39 | 18% |
| Noise Mitigation | 19 | 9% |
| Access/Exit Points | 11 | 5% |
| Impact to Neighborhoods & Quality of Life | 6 | 3% |
| Environmental Impact | 5 | 2% |
| Safety | 5 | 2% |

Other responses mentioned include the need to address speeding in the study area and concerns over equity, cost of tolls, and right of way impacts. Note that comments expressed concern over the removal of general purpose lanes for the implementation of Express Lanes, however the study team reiterated at the PIMs that VDOT does not anticipate taking away existing general purpose lanes.

Please provide any additional input on the 495 Southside Express Lanes Study.

Answered: 136

Additional input on the 495 Southside Express Lanes Study shows that respondents are very interested in public transportation, bicycle, and pedestrian improvements. Additionally, many respondents questioned the effectiveness of Express Lanes, noting they do not believe additional lanes will alleviate congestion.

Other key areas of concern included impact on existing homes, neighborhoods, and the environment. Many respondents noted concern over an increase in noise that would occur with the implementation of Express Lanes and that they would like to see sound walls and other noise mitigation measures be put in place to combat this. Eisenhower Avenue was repeatedly mentioned as an area of worry regarding noise levels. Respondents also noted speeding as a major issue in the study area.

Other areas of concern included safety, equity, access/exit points, the cost of tolls, and potential impacts to right of way, surrounding neighborhoods, and local traffic.

| Comments | Count | % |
|-------------------------------------|-------|-----|
| Public Transportation | 20 | 15% |
| Bike/Pedestrian Improvements | 20 | 15% |
| Effectiveness of Express Lanes | 19 | 14% |
| Noise Mitigation | 13 | 10% |
| Speeding | 12 | 9% |
| Environmental Impact | 10 | 7% |
| Equity | 10 | 7% |
| Access/Exit Points | 8 | 6% |
| Cost of Tolls | 8 | 6% |
| Impact to Neighborhoods/Local Roads | 7 | 5% |
| Safety | 6 | 4% |

How did you hear about this study?

Answered: 289

| Answer Choices | Count | % |
|------------------------|-------|-----|
| Social Media | 103 | 36% |
| Other | 72 | 25% |
| Family/Friend/Neighbor | 49 | 17% |
| Direct mail | 39 | 13% |
| Study website | 21 | 7% |
| Newspaper | 18 | 6% |
| Online Ads | 18 | 6% |

Please provide us with information about where you live. Neighborhood (Optional)

Answered: 161

Only 111 responses noted neighborhoods or more specific areas of residence than those identified by zip code in the following question.

| Neighborhood | Count | % |
|---|-------|-----|
| Alexandria, VA | | |
| Old Town Alexandria | 11 | 10% |
| Southwest Quadrant of Old Town Alexandria | 9 | 8% |
| Landmark | 5 | 5% |
| Kingstowne | 4 | 4% |
| West End Alexandria | 4 | 4% |
| Townes at Cameron Parke | 3 | 3% |
| Bush Hill | 2 | 2% |
| Carlyle | 2 | 2% |
| Del Ray | 2 | 2% |
| Eisenhower Ave | 2 | 2% |
| North Old Town Alexandria | 2 | 2% |
| Parker Gray | 2 | 2% |
| Penn Daw Village | 2 | 2% |
| South Alexandria | 2 | 2% |
| Braddock Metro Station Area | 1 | 1% |
| Branch Ave/MD Exit 7 | 1 | 1% |
| Chapel Hill | 1 | 1% |
| Due & Braddock | 1 | 1% |
| Eisenhower Valley | 1 | 1% |
| Gunnel Estates | 1 | 1% |
| Hayfield Farms | 1 | 1% |
| Hollis Hall | 1 | 1% |
| Kirkside | 1 | 1% |
| Montebello Condominium | 1 | 1% |
| Masonic Temple Neighborhood | 1 | 1% |
| Parkfairfax | 1 | 1% |
| Pinecrest | 1 | 1% |
| Prince Street | 1 | 1% |

| Neighborhood | Count | % |
|-------------------------------|--------------|----------|
| Seminary Hill | 1 | 1% |
| Seminary Valley | 1 | 1% |
| South Alfred St. | 1 | 1% |
| Taylor Run | 1 | 1% |
| US1 & Vernon St. | 1 | 1% |
| Waynewood | 1 | 1% |
| Wellington Commons HOA | 1 | 1% |
| Arlington VA | | |
| Dominion Hills | 1 | 1% |
| Arlington Forest | 1 | 1% |
| Aurora Highlands | 1 | 1% |
| Crystal City | 1 | 1% |
| Pentagon City | 1 | 1% |
| South Arlington | 1 | 1% |
| Huntington, VA | | |
| Fairhaven Neighborhood | 2 | 2% |
| Route 1/Huntington Metro Area | 1 | 1% |
| Fairfax, VA | | |
| Rose Hill | 3 | 3% |
| Belle Haven | 2 | 2% |
| Tysons Corner | 2 | 2% |
| Burke/Fairfax Border | 1 | 1% |
| Falls Church City | 1 | 1% |
| Lincolnia | 1 | 1% |
| Mantua | 1 | 1% |
| Mount Vernon | 1 | 1% |
| Yacht Haven, Mount Vernon | 1 | 1% |
| Fort Hunt, VA | | |
| Hollin Hills | 1 | 1% |
| Franconia, VA | | |
| Valleigh Townhomes | 1 | 1% |
| Island Creek | 1 | 1% |
| Groveton, VA | | |
| Virginia Hills Area | 1 | 1% |
| Jefferson Manor | 1 | 1% |
| Springfield, VA | | |
| Monticello Woods | 3 | 3% |
| North Springfield | 2 | 2% |
| West Springfield | 2 | 2% |
| Keene Mill | 1 | 1% |
| Somerset at South Run | 1 | 1% |
| Woodbridge, VA | | |
| Belmont Bay Drive | 1 | 1% |
| Fort Washington, MD | | |
| Tantallon | 1 | 1% |

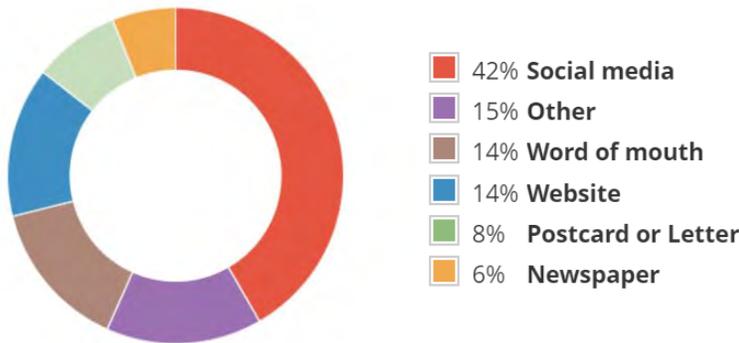
Zip code

Answered: 272

| City | Count | % |
|---------------------|-------|-------|
| Alexandria, VA | 184 | 67.6% |
| Springfield, VA | 20 | 7.4% |
| Arlington, VA | 19 | 7.0% |
| Falls Church, VA | 5 | 1.8% |
| Annandale, VA | 5 | 1.8% |
| Reston, VA | 4 | 1.5% |
| Burke, VA | 4 | 1.5% |
| Vienna, VA | 3 | 1.1% |
| Fort Washington, MD | 3 | 1.1% |
| Oxon Hill, MD | 2 | 0.7% |
| Washington, DC | 2 | 0.7% |
| Woodbridge, VA | 2 | 0.7% |
| Centerville, VA | 2 | 0.7% |
| Chantilly, VA | 2 | 0.7% |
| Manassas, VA | 1 | 0.4% |
| Herndon, VA | 1 | 0.4% |
| Warrenton, VA | 1 | 0.4% |
| Suitland, MD | 1 | 0.4% |
| Takoma Park, MD | 1 | 0.4% |
| Accokeek, MD | 1 | 0.4% |
| Temple Hills, MD | 1 | 0.4% |
| Leesburg, VA | 1 | 0.4% |
| Glen Allen, VA | 1 | 0.4% |
| Henrico, VA | 1 | 0.4% |
| Virginia Beach, VA | 1 | 0.4% |
| Fort Belvoir, VA | 1 | 0.4% |
| Lorton, VA | 1 | 0.4% |
| Mc Lean, VA | 1 | 0.4% |
| Out of Area | 1 | 0.4% |

How did you hear about this meeting?

Answered: 180



5.4. Comments and Questions Received at the PIMs

Comments and questions received from the public during the formal Q&A at the virtual and in-person PIMs are summarized in **Table 5**. At the virtual PIM, questions were asked by participants verbally or via the chat feature. At the in-person PIMs, questions were asked by attendees verbally and addressed by the study team following the presentation. The comments recorded in the tables below reflect only those given during the formal Q&A portions of the four PIMs.

Table 5. Summary of Comments and Questions Received at Spring 2022 PIMs During Formal Q&A Sessions

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|---|---|--|
| Virtual PIM – May 18, 2022 (via Webex) | | |
| <i>Verbal Questions</i> | | |
| 1 | Why is there not an Environmental impact statement (EIS) involved? | VDOT coordinated with FHWA to determine the appropriate level of NEPA documentation for this study. Potential improvements are expected to occur within existing right of way (ROW) along the entire corridor and based on assessment of the resources within this ROW, FHWA concurred that an Environmental Assessment (EA) is appropriate. If at any point significant impacts are identified along the corridor, FHWA would then require preparation of an EIS. |
| 2 | Prince Georges County residents are very concerned with this project and are not in support of toll lanes being implemented. It seems like there is already an end result to this study, what could change in this year that would influence the projects trajectory? | The study team is still evaluating alternatives that vary in Express Lane configuration and locations for connections, which will create variability in the different alternatives. VDOT is coordinating with MDOT and whatever alternative is recommended will require buy in from the Maryland side. |
| 3 | The Route 1 intersection at For Hunt Road enlarged to include the area covered by the HATS Study, which would include the Huntington Ave/Richmond Hwy intersection. What could be done to make sure this area is included. | The study area was established based on what was initially anticipated as the area impacted by the implementation of Express Lanes. As the study progresses, this area will be refined. |
| 4 | There needs to be a good relationship between Virginia and Maryland in order for this to be an effective project. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 5 | The public comment deadline of Jun 6 is tight. | The study team extended the deadline to June 21, 2022. |
| 6 | The study team should consider light rail and mass transit on the Woodrow Wilson Bridge. | DRPT's parallel study that considers a variety of transit options that can be implemented in the corridor will inform this study. |
| 7 | Do not want to see exit points in Old Town Alexandria. | At this point the development of alternatives have not advanced to definitively say where certain interchanges or locations will, or will not, be located. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|---|---|
| 8 | Is there was an accurate map online that shows project limits? | Maps that are currently available show the study area, not areas that will be directly impacted or where construction will take place. Study graphics will be refined to provide more detailed information on areas of potential impacts as the study advances. |
| 9 | What will be the cost will be to motorists to use the Express Lanes? | The cost of the trip will be dependent on the level of congestion on the beltway, similar to the current operation on existing Express Lanes. |
| 10 | How this expense can be justified with such light usage of the Express Lanes? What percentage of cars use the Express Lanes? | The expense is justified because it will relieve congestion and give motorists more travel options. |
| 11 | The lanes are only a fix for a small population of people that are affluent or very stressed and does not see additional lanes as a fix to the problem. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 12 | How will the Express Lanes effect the working class and low/middle income people in Oxon Hill? | This will be assessed as the study progresses. |
| 13 | Will if bicycle and pedestrian facilities on the Woodrow Wilson Bridge would be taken away with the improvements? | VDOT does not intent to take away these facilities. Express Lanes on the bridge would use existing space without precluding future implementation of rail and alternative transportation options. |
| 14 | Why are Express Lanes the solution? | Express Lanes incentivize the use of transit services and multiple people to a car and open space on the general purpose lanes. It has been shown elsewhere in northern Virginia that Express Lanes address the transportation issues identified. |
| 15 | Will pay tolls will be implemented in Maryland? | It is anticipated the toll facility/managed lane would be in Virginia. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|---------------------|---|---|
| 16 | While the Express Lanes will encourage multiple users to a vehicle, people are not interested in carpooling and prefers to drive alone. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 17 | Biggest issue with the project is the fluctuation in the cost of the tolls. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 18 | There are plans to make the Huntington area in Mount Vernon/Fairfax County a really exciting entrance point and it would be helpful to know ahead of time the existing ROW, so they have a starting point to work from. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| Chat Feature | | |
| 19 | Is the intention of the Express Lanes extension that the current local/thru structure would go away and be replaced by express/non-express, or would it be local/thru/express? | VDOT is looking to develop improvements that would have little to no ROW impacts. As alternatives are developed, VDOT will take into consideration the local thru structure and determine if we can accommodate Express Lanes without impact to thru structure. It is still early in the study and alternative options are being developed. |
| 20 | Based on the plans, how many total lanes would be expected on the Woodrow Wilson Bridge? The design of the Woodrow Wilson Bridge only allows for up to 12 total lanes. | Widening of the Woodrow Wilson Bridge is not anticipated and VDOT expects to accommodate a facility within the existing width. |
| 21 | Have you considered building another road and bridge south of the city for traffic coming through the area from north/south ... i.e., trucks, travelers, etc.? | The study would look at modifications on the beltway, at this time there are no regional plans that include connections as the one in the question. |
| 22 | I-495 between the Van Dorn exit and MD210 (roughly) is currently divided into local and non-pay Express Lanes. Would this be the no build alternative? | Yes, that is the no build alternative. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|--|---|
| 23 | What is the benefits of replacing the existing system in this area with a paid Express Lane system? | The study examines the potential for adding Express Lanes to allow transit to move faster. It is not anticipated that the Express Lanes would take away from the general purpose lane capacity. |
| 24 | Nick mentioned that he would be looking at alternatives but the study is to put in Express Lanes so what alternatives are there besides adding Express Lanes to the beltway? | VDOT is looking at a variety of Express Lane options and connections to different interchanges and main attractions. |
| 25 | How much land is anticipated will be acquired for this project? | The goal is to construct Express Lanes within the existing ROW. As alternatives are developed, there will be more information on potential ROW impacts. |
| 26 | You mentioned that there would be no additional lanes added to the bridge. Would the thru lanes then be turned into express (toll lanes)? | It is not anticipated that general purpose lanes would be converted into Express Lanes. The Express Lanes would be configured in the available width of the bridge without precluding the future implementation of rail transit. |
| 27 | Why no EIS? | VDOT coordinated with FHWA to identify an EA as the appropriate level of NEPA. The majority of improvements occur in existing ROW and the anticipated impacts are not significant. If significant impacts that cannot be mitigated are identified, FHWA can require an EIS. |
| 28 | What construction is planned from the Telegraph Road interchange to the point where the bridge begins to cross the Potomac? | Impacts associated with construction are not known now, as construction will be dependent on the recommended alternative. |
| 29 | The study area for the Route 1 intersection at Fort Hunt Road should be enlarged to include the area covered by the HATS Study, which would include the Huntington Ave./Richmond Hwy intersection. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 30 | Have you completed all data collection within the study area at this point? | Environmental and traffic data collection is ongoing. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|---|---|
| 31 | Why is the study area when it goes into Prince George's County not going farther east? | There are not managed lanes in Maryland that will allow the study to go beyond the identified transition point. |
| 32 | Building another access to MD from VA via a new "beltway" and bridge would make it much easier for construction too occur and would minimize disruption of local back and forth traffic. We need to " think outside the box " and solve what will be an increasingly difficult problem as the northeast corridor increases in traffic. We need to move the traffic that is not specifically related to the DC area. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 33 | Any build alternative should have a highway BRT station at Huntington metro to make it more convenient for riders to get to access points - Any build alternative should include a highway BRT station next to the Huntington Metro Station. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 34 | Strongly recommend a pilot program to add auxiliary lanes between US1 and MD210 on the WWB in the I-495 Thru Lanes. This will solve 75% of the congestion issues. Seem like the original project designed congestion choke points into the project. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 35 | Where can the public review the agreement between Maryland and Virginia to collaborate on this study? How does this new two-state collaborative effort relate to the Capital Beltway Accord? | There is no formal agreement regarding development of the 495 Southside Study. The Maryland Department of Transportation (MDOT) is participating as a cooperating agency in the development of the study. VDOT is closely coordinating with MDOT throughout the NEPA process for the 495 Southside Study. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|--|---|
| 36 | What exactly is your right of ROW area? | There are three maps (Map 1, Map 2, Map 3) available on the study website that show ROW: https://publicinput.com/H2714 . These maps are based on locality parcel data and more detailed ROW information will become available as the study advances. |
| 37 | Understanding that nothing is known until the alternative decision is made what is the approximate timeframe homeowners would be notified that they will be moved from their property? | The length of the study is between 18-24 months. The environmental study is underway, and property information will follow, however VDOT does not anticipate residential relocations at this time. |
| 38 | Will the eastbound Express Lanes traffic have access to the MGM and the National Harbor? | It is still early in the process of determining improvements and locations of proposed access points along the corridor. |
| 39 | I would very much like to see the comment period extended. We are being given so little time and a holiday week falls in the mix. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 40 | Would VDOT control tolling or would another bad contract with Transurban be signed? | This study is intended to evaluate alternatives and options. Therefore, it is too early to be able to address this question. |
| 41 | Would the project include pedestrian and bicycling infrastructure improvements? | The study will consider bicycle and pedestrian improvements. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|---|--|
| 42 | <p>The history of highway development is simply that of more highways plus more lanes has meant more cars, more pollution, more global warming. Mr. Lerner is convinced that Express Lanes will solve the problem, but the history is that more highways always means more traffic and more congestion. What we need in the DMV is massive investment in public mass transit. It is past time to move away from the private automobile as the primary mode of transit. Global warming and air pollution abatement require a massive investment in public transport powered by renewable energy as much as possible: Solar, wind, even tidal or river flow. That is the simple and frightening truth. This highway development ignores and even denies the fact that we are in a climate emergency. The best recent science, as in the latest United Nations climate report, requires us all to think anew and think better.</p> | <p>This comment will be reviewed and considered as the 495 Southside Study continues.</p> |
| 43 | <p>Congestions are often associated with accidents. Is there a mathematical model reflecting that type of data, accident causes, impact on the congestions, etc.to understand those impacts in real time? What would happen, for example, if we could prevent 20% of accidents?</p> | <p>The study will examine traffic and safety.</p> |
| 44 | <p>If we do not have an accurate map of the Right of Way, how can we properly send comments about this by June 6? If there are no visuals for the various options (and we assumed they would be shown tonight) how can residents be expected to know what they are commenting on? Visuals need to be provided as soon as possible.</p> | <p>There are three maps (Map 1, Map 2, Map 3) available on the study website that show ROW: https://publicinput.com/H2714. These maps are based on locality parcel data and more detailed ROW information will become available as the study advances.</p> |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|---|--|--|
| 45 | Will you be reporting the results of your spring 2022 studies prior to the development of the EA, or will the public need to wait until the EA is issued to learn the results of your studies? | There will be opportunities for the public and agencies to be further engaged in the process. There will be public meetings in Fall 2022/Winter 2023 where alternative options will be presented. |
| 46 | How can we find out how much money VA collected from Express Lanes fees? | The Express Lanes are operated by a private operator and VDOT does not have that information. |
| 47 | Why make this particular expansion? Its actually not that bad. | More information will be available on alternatives and their effectiveness as the process evolves. |
| Oxon Hill High School: 6701 Leyte Drive, Oxon Hill, MD 20745 May 19, 2022 | | |
| 48 | Would the study incorporate lanes traveling in both directions or would they travel one way in the morning and the other in the afternoon? | The study is still in the process of developing alternatives, but it is likely that the lanes will travel in both directions. |
| 49 | Will the lanes be toll lanes? | They will be managed lanes, similar to the I-495, I-95, and I-395 Express Lanes. Managed lanes are dynamic and regulate traffic for fast and reliable trips. Vehicles with three or more passengers and transit vehicles would ride for free. |
| 50 | Will the Express Lanes accept EZ pass? | Yes. |
| John R. Lewis High School: 6540 Franconia Road, Springfield, VA 22150 May 23, 2022 | | |
| 51 | What criteria does VDOT use for building a sound wall between the interstate and residences, and what can residents do to encourage this process? | The study includes a noise analysis that will identify noise impacted receptors along the corridor. The noise study the future traffic into consideration as well, projecting the worst-case noise consideration into 2050. VDOT's noise policy and manual can be found at: https://www.virginiadot.org/projects/pr-noise-walls-about.asp . |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|---|---|
| 52 | How will toll roads alleviate traffic on the Woodrow Wilson Bridge? | The study anticipates the implementation of managed lanes that will have varied rates to manage traffic flow. Managed lanes have shown to improve traffic because when motorists use the Express Lanes, they open space on the general-purpose lanes. |
| 53 | Why are bicycle facilities not included in more detail in the public meeting materials? | The alternatives developed will reflect local and regional comprehensive plans. VDOT is looking into these comprehensive plans to determine where bicycle facilities will be included, based on their presence in the plans. |
| 54 | The Lee District Land Use Committee has spent a year working on a special task force, working with the county and planners to create comprehensive plan language that would allow for the development of the Van Duren Metro Station and transit station area. The group came to the conclusion that this effort cannot advance until improvements to the beltway and Van Duren Interchange are finalized, as it will affect many pieces of land in the transit station area. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 55 | Would VDOT consider conducting a traffic study on Van Duren Street itself? | The study area for the corridor has been established and at this point an extension would not be considered. |
| 56 | The study seems to treat a symptom rather than a root cause, as the congestion is due to commuter traffic. Would VDOT do something other than making more roads? | Demand is currently exceeding capacity in the general purpose lanes. Adding Express Lanes will add more capacity to move more people. |
| 57 | Why are bus services not being improved? | Bus operators do not like to provide bus routes on corridors with this level of congestion. It is anticipated that a new bus route would be created to operate on the proposed Express Lanes. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--|--|--|
| 58 | Was the WWMB built with the ability to accommodate mass transit? | Yes. Alternatives developed will be in close coordination with the DRPT study, which will look at mass transit improvements to the corridor. |
| 59 | Is there a scenario in which the Express Lanes are not implemented and instead transit improvements would be made? | Express Lanes are a transit improvement and will allow buses to operate for free and provide fast and reliable service in the corridor. |
| 60 | Are any justification for conclusions draw not based on empirical data, but instead engineering judgement? | No, the NEPA process is a prescribed process. There is an approved process and methodology that is accepted in the industry. Additionally, the study will be reviewed outside of the agency by the Federal Highway Administration. |
| Nannie J. Lee Memorial Recreation Center: 1108 Jefferson Street, Alexandria, VA 22314 | | |
| May 25, 2022 | | |
| 61 | How are you going to factor in the change in what amounts to motor fuels (electric vehicles) into any assessment of whether the addition of these HOT Lanes? | VDOT is working in close coordination with regional agencies and the Metropolitan Washington Council and Governments that run transportation forecasting models that will take into account these changes. |
| 62 | Why is the interchange of Telegraph and Eisenhower not a highlighted area for a potential connection? | Potential connections were identified with a preliminary assessment. As alternatives are developed, this may change. Other connections were chosen for transit connections and attractors. |
| 63 | Where exactly is VDOT ROW? | ROW information is being put together and we do not currently have a map. Information will be posted to the study website, http://www.virginiadot.org/495southside , as it becomes available. Currently, there are three maps (Map 1, Map 2, Map 3) that show locality parcel data that can be used to get an estimate of VDOT ROW. These maps are available on the web page: https://publicinput.com/H2714 . |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|---|---|
| 64 | In regards to bike/pedestrian improvements, how are you going to address the barrier that's created by the Beltway to get between Fairfax County or north and south sides of the Beltway? | VDOT is evaluating the comprehensive plans for Prince George's County, Fairfax County, and the City of Alexandria and identifying the pedestrian and bicycle improvements included. Alternatives will be developed in a manner that is consistent with the local comprehensive plans. |
| 65 | Traffic in the area is getting worse, how will Express Lanes improve traffic on side streets? | Right now, it is faster to use local streets to get to the front of the line than staying on the Beltway. Express Lanes will reduce pressure on local streets as travel will be faster and more reliable on I-495. |
| 66 | There may be people who cannot pay for the Express Lanes. | There is the option of forming a carpool or staying in the general purpose lanes. |
| 67 | The worst congested areas are at Van Dorn, Telegraph, and Route 1, the major connectors, during the morning and evening. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 68 | There needs to be a sound wall put n at the inner loop and all the way from the Eisenhower Connector to the WWMB inner loop. | VDOT will conduct a noise study that will determine where sound walls will be needed. |
| 69 | Three issues need to be added to the Purpose and Need: jobs and housing imbalance in the region, lack of transit alternatives, and the climate crisis. | This comment will be reviewed and considered as the 495 Southside Study continues. |
| 70 | An option that does not expand lane capacity should be looked at. | VDOT is working in close coordination with DRPT and will take into consideration the transportation improvements they identify in their study. |
| 71 | There should be an option that provides discounts or exemptions for low-income travelers. | This comment will be reviewed and considered as the 495 Southside Study continues. |

| QUESTION NO. | PUBLIC COMMENT/QUESTION | RESPONSE |
|--------------|--|---|
| 72 | Will you look at potential trails along the corridor, similar to the I-66 improvements? | VDOT is evaluating the plans for Prince George’s County, Fairfax County, and the City of Alexandria and identifying the pedestrian and bicycle improvements included. Alternatives will be developed in a manner that is consistent with the local comprehensive plans. |
| 73 | The project is not in the long-range plan on the Maryland side. What would happen where the Express Lanes end on the Maryland side in terms of avoiding bottlenecks and just moving the bottleneck further east? | Alternatives will be developed to minimize the impact associated with a bottleneck at the terminus of the Express Lane. |
| 74 | Has there been discussion of just adding on General Purpose Lane? | This was a part of preliminary discussions, however the Express Lanes will be much more effective in moving people through the corridor, as they will attract transit vehicles and carpoolers. |

6.0 NEXT STEPS

The input received at the Spring 2022 PIMs will be considered in the development of alternatives along the study corridor. The alternatives developed will be presented at the next series of PIMs in Fall 2022 or Winter 2023, which will allow for the public to ask questions and provide further input on the study and alternatives that are under consideration.



Southside **ExpressLanes**

Attachment A: Public Information Meeting Boards





PUBLIC INFORMATION MEETING | SPRING 2022

WELCOME

Today's meeting will discuss the following:

- Study background
- Study process
- Study goals
- Study timeline

We will:

Be available for questions and answers

Obtain input from the public about transportation needs within the study area

Share ways the public can stay informed and involved in the study process



virginiadot.org/495southside



PUBLIC INFORMATION MEETING | SPRING 2022

THANK YOU

for joining us at tonight's Virtual Public Information Meeting.

Wednesday, May 18

Presentation will begin at 7 p.m.

You can also attend any of the following in-person meetings:

Thursday, May 19

Oxon Hill High School
6701 Leyte Drive
Oxon Hill, MD 20745
6:30-8:30 p.m.,
with a presentation at 7 p.m.

Monday, May 23

John R. Lewis High School
6540 Franconia Road
Springfield, VA 22150
6:30-8:30 p.m.,
with a presentation at 7 p.m.

Wednesday, May 25

Nannie J. Lee Memorial Recreation Center
1108 Jefferson Street
Alexandria, VA 22314
6:30-8:30 p.m.,
with a presentation at 7 p.m.



View the public information meeting materials or provide your comments online by scanning the QR code.



virginiadot.org/495southside

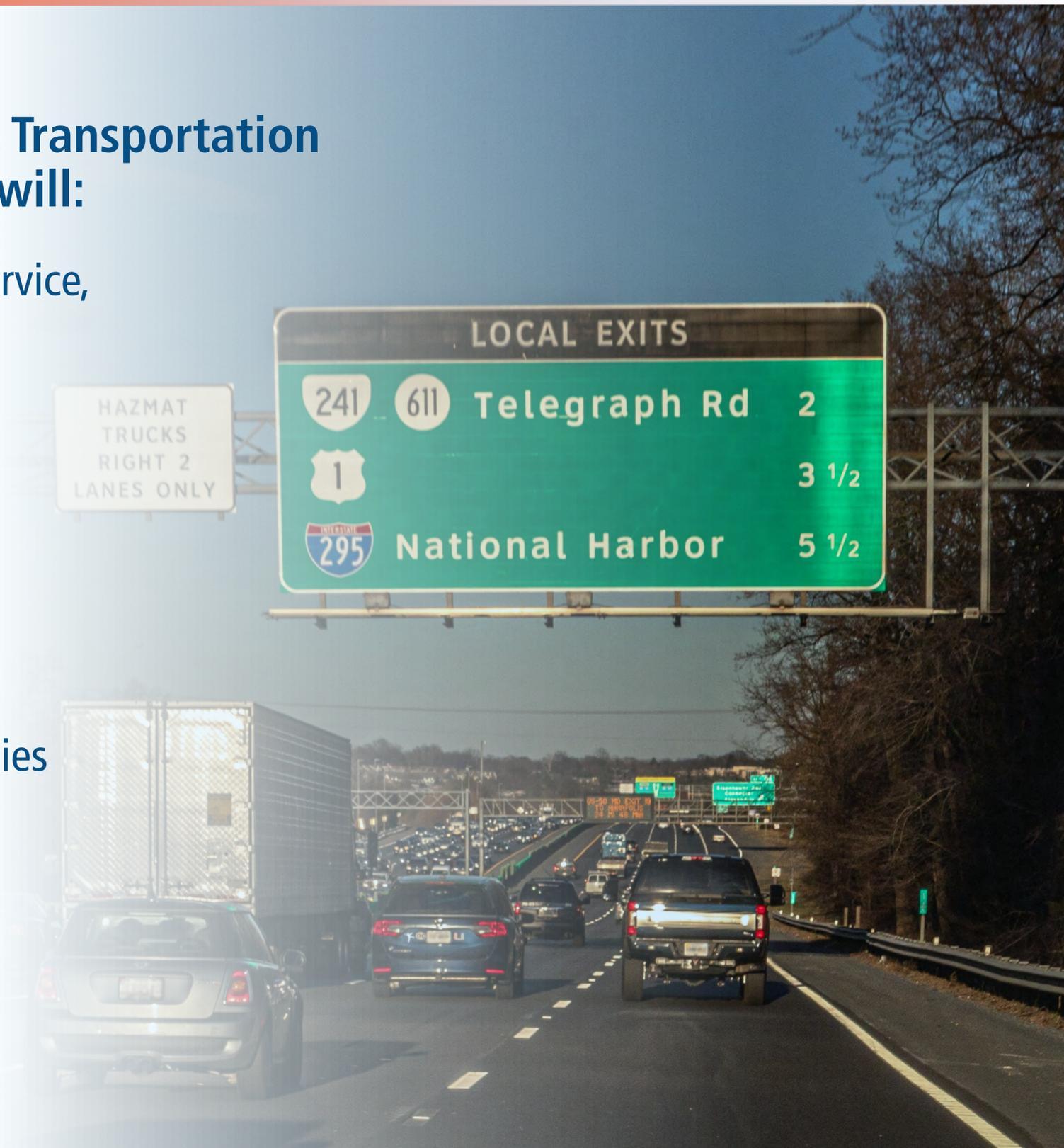
Northern Virginia Regional Express Lanes Network

- 90+ mile Express Lanes network planned in Northern Virginia
- 62 miles in service
 - I-95, I-395, I-495, I-66 Inside the Beltway
- 35 miles under construction
 - I-66 Outside the Beltway
 - I-95 to Fredericksburg
 - I-495 Northern Extension
- Under design
 - I-95 Express Lanes/ Opitz Boulevard Ramp
- Under study
 - I-495 Southside Express Lanes
- Three independent operators



The Virginia Department of Rail and Public Transportation (DRPT) is advancing a separate study that will:

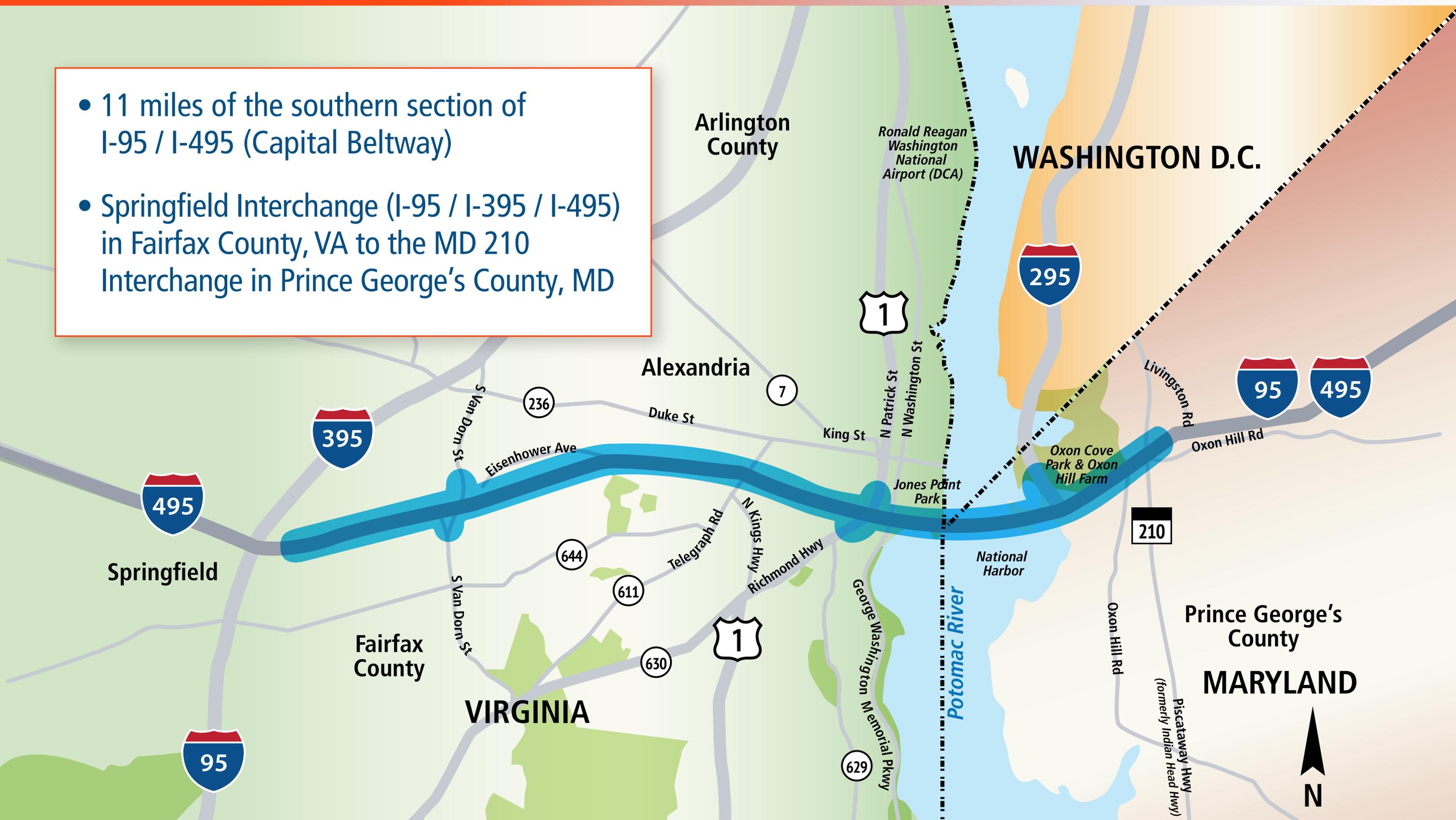
- Inventory existing rail transit service, bus transit service, park and ride facilities and Transportation Demand Management (TDM) programs
- Evaluate current ridership/effectiveness, as well as, future forecast growth and travel patterns
- Identify new transit and TDM enhancements that will provide more multimodal travel choices
- Evaluate options identified in transit planning studies by transit service providers in the study corridor
- Coordinate closely with Maryland Department of Transportation Maryland Transit Administration, local and regional transit agencies, and members of the public



- The 495 Southside Express Lanes Study (495 Southside Study) is an environmental study to potentially extend the Express Lanes system on the southern section of I-95/I-495 (Capital Beltway)
- VDOT is coordinating the study with the Federal Highway Administration (FHWA), Maryland Department of Transportation State Highway Administration (MDOT SHA), Virginia Department of Rail and Public Transportation (DRPT), and other federal, state and local agencies in Virginia and Maryland
- This Study is included in:
 - VDOT's current Six-Year Improvement Program (SYIP)
 - National Capital Region's Visualize 2045 Constrained Long Range Plan (CLRP) – added June 2021, study only

Study Area

- 11 miles of the southern section of I-95 / I-495 (Capital Beltway)
- Springfield Interchange (I-95 / I-395 / I-495) in Fairfax County, VA to the MD 210 Interchange in Prince George's County, MD



Potential Improvements

VDOT will evaluate:

- Existing and no-build conditions
- Extending the Express Lanes
- Adding Express Lanes access at several locations

Additional Considerations:

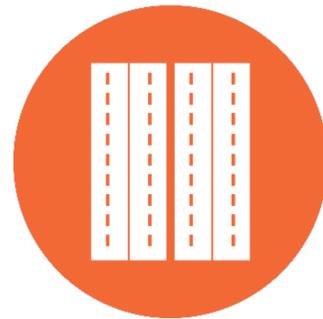
Existing and planned bicycle and pedestrian facilities will be considered during development of the 495 Southside Study alternatives and will be coordinated with local plans.



The 495 Southside Study will evaluate transportation improvements that:



Provide Express Lanes System Continuity



Provide Additional Travel Choices



Reduce Congestion



Improve Travel Reliability



Improve Safety

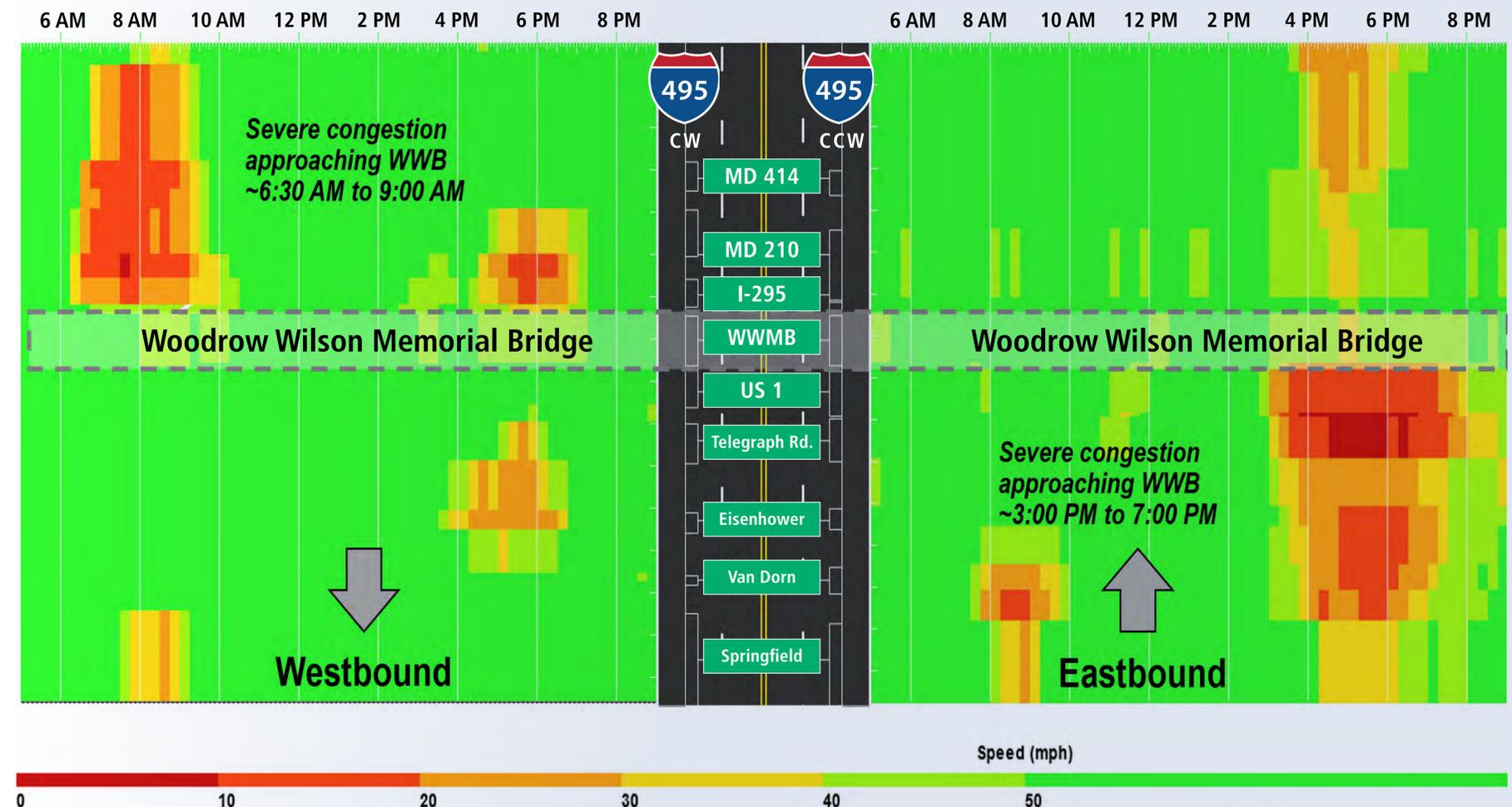


Provide Consistency with Local and Regional Plans

These goals will form the basis of the Study's Purpose and Need and be informed by the public and agency input.

- On average, more than 200,000 vehicles travel through the corridor between I-295 and the Springfield Interchange each day
- Approximately 257,000 vehicles cross the Woodrow Wilson Memorial Bridge each day, on average
- Average travel speeds through the area are as low as 30 mph during morning and evening peak travel periods

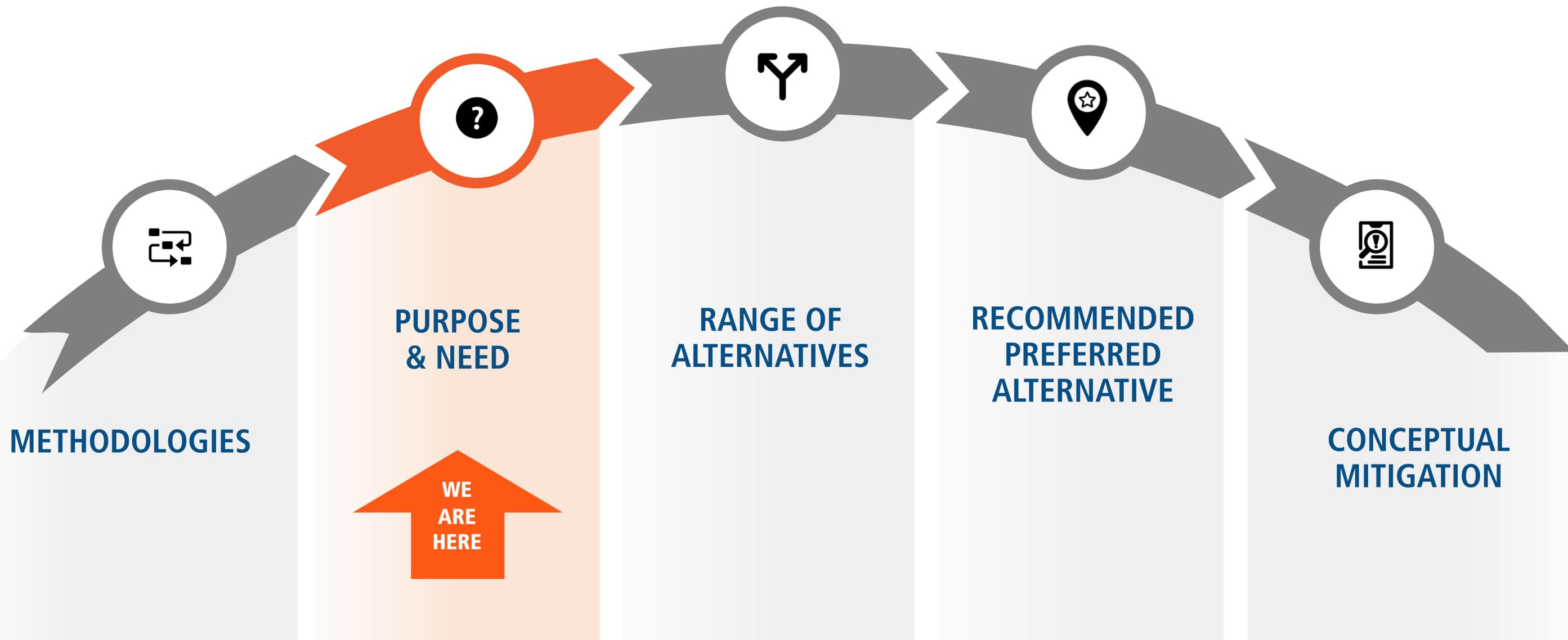
Typical Weekday Traffic Congestion, March 2019



Source: RITIS/University of Maryland

KEY ■ No Delay ■ Below Average Speeds ■ Stop And Go Traffic

VDOT will prepare an Environmental Assessment (EA) to satisfy requirements of the National Environmental Policy Act (NEPA).



The Environmental Assessment will evaluate:



Air Quality

Local and regional impacts from carbon monoxide (CO), mobile source air toxics (MSATs), and greenhouse gases (GHGs).



Transportation Improvements

Multiple alternatives for environmental impacts and ability to meet the Study's Purpose and Need.



Historic Resources

Potential effects on historic properties per Section 106 of the National Historic Preservation Act.



Environmental Justice

Potential effects to under-served communities, including minority and low-income populations, and Limited English Proficiency (LEP) populations.



Natural Resources

Potential effects on natural resources including streams, wetlands, water quality, floodplains, threatened and endangered species, and wildlife habitat.

The Environmental Assessment will evaluate:



Noise

Potential future noise impacts from transportation improvements. Identify possible noise barrier locations to mitigate noise impacts.



Traffic

Existing and future traffic volumes, congestion, travel delays, and safety.



Hazardous Materials

Potential impacts from known and potential hazardous materials, hazardous waste and contamination.



Indirect and Cumulative Effects

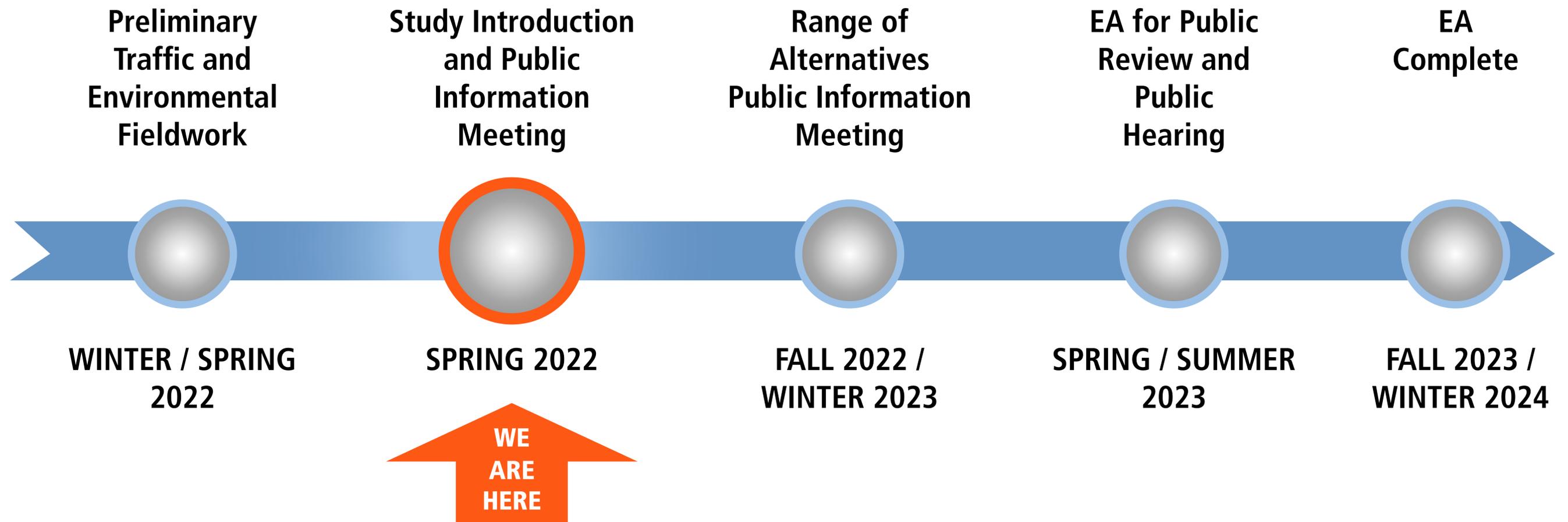
Potential impacts that can be seen in the reasonably foreseeable future including land development and local comprehensive plans.



Socioeconomics and Land Use

Impacts on affected populations and description of existing land use and planning in the area.

Study Timeline



Let Us Know Your Thoughts



Complete a public opinion survey/comment form at www.virginia.gov/495southside or at the in-person public information meetings



Provide comments orally or in writing at the virtual or in-person public information meetings



Submit comments by email to: 495southsideexpresslanes@vdot.virginia.gov



Submit comments by mail to:
Nick Nies, AICP
VDOT 495 Southside Express Lanes Study Project Manager
9030 Stony Point Parkway, Suite 220
Richmond, VA 23235



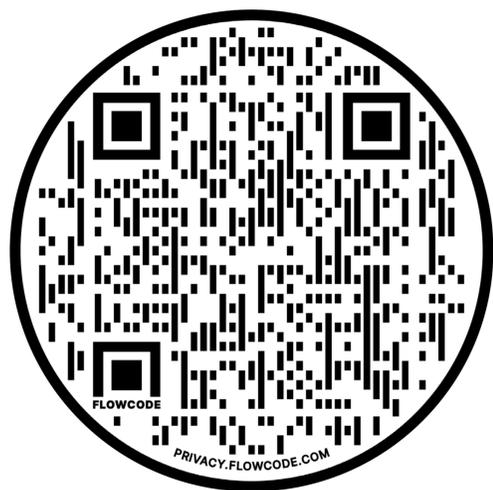
Call VDOT at: 703-691-6715

All comments must
be received by
June 6, 2022.

Visit the study website to:

- Sign up for the e-newsletter
- Participate in future public involvement opportunities
- Get study updates

virginiadot.org/495southside



Scan the QR code and enter your email address to sign up for study updates.

