



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Trails, Sidewalks and Bikeways Committee

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(At Large)

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July 5, 2022

Jeffrey C. McKay, Chairman
Fairfax County Board of Supervisors
12000 Government Center Parkway, Suite 530
Fairfax, Virginia 22035

Dear Chairman McKay:

Since our March 21, 2020 letter to the Board of Supervisors, the Trails, Sidewalks and Bikeways Committee must press the Board on the urgency of pedestrian safety issues along the Route 1 Corridor, as well as other parts of the County. Supervisor Lusk's and Alcorn's January 28, 2020 request for measurable safety goals and immediate action items remain key issues.

We applaud the efforts by FCDOT and VDOT to implement several pilot pedestrian safety measures at high-risk intersections throughout the corridor, including many of the recommendations in our March 21, 2022, letter.

Unfortunately, VDOT has not made enough progress when it comes to the most important risk reduction and pedestrian safety measure available to them – reducing the speed limit from forty-five to thirty-five miles per hour.

Reducing the speed limit is the best way to reduce the risk of fatalities – the kinds of crashes that have plagued the Route 1 corridor in recent years. Residents of new affordable (and market rate housing) will face a daunting task just to get to the bus or run daily errands without a car.

We urge you to act now to communicate the urgency of the speed limit reduction to VDOT either directly or with the assistance of our state delegation. Other measures under the purview of both VDOT and FCDOT – increasing the visibility of existing signalized crosswalks, implementing proven pedestrian signalization measures such as leading pedestrian interval and “rest-in-walk” signal phasing, and further reducing conflicts in turning movements at those intersections, including elimination of right-on-red – should have moved beyond the “pilot study” phase by now.

The urgency is palpable. Moderate to high intensity residential and mixed-use land uses – as called for in the EMBARK plan – are popping up throughout the corridor at a very rapid rate. Decades of effort to build affordable housing at North Hill in Hybla Valley are coming online soon. These projects are coming to fruition much faster than ever imagined. As new residents move in, a significant increase in pedestrian and bicycle activity will soon follow. A livable community cannot be achieved without walkability and transit-oriented elements. It may be a few more years before BRT arrives, but we believe success depends on starting now.

Sincerely,

Kenneth Comer
Chairman

cc: Board of Supervisors
Bryan Hill, County Executive

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