

PARKFAIRFAX BOARD RESOLUTION:
Opposing the I-395 HOT Lanes Project and Reconstruction of the Shirlington Circle

Whereas, the Virginia Department of Transportation (VDOT) and Fluor-Transurban have proposed a public-private partnership to convert the I-95/I-395 current High Occupancy Vehicle (HOV) lanes into High Occupancy Toll (HOT) lanes,

Whereas, this public-private partnership will effectively cede long-term control of public highway infrastructure to a private firm whose goals of maximizing return on investment via toll revenue are not necessarily aligned with taxpayer's best interests,

Whereas far more cost-effective and lower-impact alternative solutions to improving congestion in the I-395 corridor than building and maintaining new HOT lanes exist – e.g., adding more clean mass-transit capacity via natural-gas-powered buses using the existing HOV lanes,

Whereas, the degree of probable environmental impact from the I-395 HOT lanes project likely warrants a full Environmental Impact Statement (EIS) rather than a Categorical Exclusion (CE),

Whereas, the Parkfairfax community, listed on the National Register of Historic Places, was not represented in the Federal Highway Administration's (FHWA) documentation to grant the CE,

Whereas, Parkfairfax's historic, residential buildings --- built on vibration-sensitive layer of marine clay over an aquifer -- may experience significant damage caused by five years of nearby blasting and drilling for HOT lanes construction,

Whereas, the current the I-395 HOT lanes proposal calls for a new entry-exit ramp on the southwestern side of the Shirlington Circle – requiring major reconstruction of the Shirlington Circle to widen the travel lanes and add traffic lights at each of the six feeder intersections, likely leading to many major, negative impacts on the Parkfairfax community, including:

- VDOT anticipates it could take five years to add new lanes and lights to the Shirlington Circle – subjecting Parkfairfax residents to considerable noise and pollution during construction (rendering at least 30 Parkfairfax homes located as close as 10 feet from the proposed construction uninhabitable during that period).
- Once the HOT lanes open, the increase in traffic may subject Parkfairfax residents to considerable noise and pollution.
- Unit owners' property values may decrease significantly during five years of HOT lanes construction, and this decrease may continue after construction due to permanent increases in noise and pollution and cut-through traffic.
- New traffic lights may significantly slow the flow of traffic around the Shirlington Circle, causing traffic to back up on Gunston Road, Martha Custis Drive, Preston Road, and Quaker Lane, and leading to a deterioration of neighborhood quality of life and property values.
- Motorists frustrated by congestion or construction in the Shirlington Circle may cut through Parkfairfax – adding traffic to our streets, decreasing roadway safety in front of

our homes and the Charles Barrett Elementary School, and leading to a further deterioration of neighborhood quality of life and property values.

- Once the HOT lanes are completed, the area could see an increase in overall traffic as the HOT lanes attract new cars from local neighborhoods, leading to a further deterioration of neighborhood quality of life and property values. Traffic impacts are unknown and have not been adequately modeled by VDOT.

Now, therefore, be it resolved that the Parkfairfax Board of Directors formally voices its strong opposition to the proposed I-95/I-395 HOT lanes project.

Further be it resolved that if the HOT lanes project is approved as proposed, the Parkfairfax Board of Directors:

- Voices its strong opposition to a new entry-exit ramp at the southwestern side of the Shirlington Circle and reconstruction of the Shirlington Circle as part of the proposed I-95/I-395 HOT lanes project.
- Requests that both the sound barriers for the HOT lanes and the support structure for the I-395 North on-ramp be treated as a single design unit and that those residents in the affected area be allowed to vote on whether to install sound barriers and to select a design that adheres to the historic nature of our community.

Further be it resolved that the Parkfairfax Board of Directors directs the Parkfairfax management company to print a copy of this resolution in the Parkfairfax Forum and send a copy of this resolution to the following:

- Virginia Governor Tim Kaine
- Virginia Transportation Secretary Pierce Homer
- Members of the Commonwealth Transportation Board
- Virginia Delegate David Englin
- Virginia Senator Patsy Ticer
- Alexandria Mayor Bill Euille
- Members of the Alexandria City Council
- Alexandria City Manager James Hartmann
- Members of the Arlington County Board
- Arlington County Manager Ron Carlee
- Members of the National Capital Region Transportation Planning Board
- Adjacent Neighborhood Associations