

**TRANS 2008-02**  
**Closure of Curb Cut Adjacent Ramp to Woodrow Wilson Bridge**

WHEREAS, businesses on the land between Fort Hunt Road and I-95 north of Richmond Highway have access via both a frontage road and a service drive from Fort Hunt Road; and

WHEREAS, the frontage road was recently built by VDOT; and

WHEREAS, Richmond Highway (Route 1) north of Fort Hunt Road does not have an auxiliary lane to safely accommodate vehicles entering and exiting the curb cut at that location, as noted in the September 19, 2007 VDOT Speed Study; and

WHEREAS, the multiple vehicle statistics from the April 2008 VDOT Presentation to the Mount Vernon Council of Citizens' Associations Transportation Committee showed that over 50% of the accidents occurred when one vehicle was traveling at 5 mph or less; and

WHEREAS, the VDOT Presentation to the Mount Vernon Council of Citizens' Association Transportation Committee showed that the hundreds of openings along Route 1 have been one of the causes of accidents on this roadway; and

WHEREAS, Richmond Highway is designated a Highway Corridor Overlay District to protect and promote the health, safety and general welfare of the public by the prevention or reduction of traffic congestion and/or danger in the public and private streets,

WHEREAS, the two travel lanes adjacent the curb cut are ramps to cross Woodrow Wilson Bridge (WWB) and head south on I-95 respectively, and vehicles exiting and entering the curb cut would impede traffic going through to I-95 resulting in hazardous road conditions and potential accidents; and

WHEREAS, minimization of the variance in speed due to vehicles slowing to make the 90° turn through the curb cut will keep traffic flowing and reduce accidents; and

WHEREAS, the WWB project has a bike trail along Richmond Highway from the bridge crossing Fort Hunt Road to Huntington Avenue and the vehicles exiting the business through the curb cut will endanger bikers and pedestrians on the bike trail; and

WHEREAS, BRAC APR nominations for the land on the west side of Richmond Highway are requesting significantly higher intensity uses of the land (current 0.5 FAR to 2.0 FAR) that would result in increased traffic volume from the west side of Richmond Highway; and

WHEREAS, increased traffic due to Fort Belvoir BRAC related jobs will exacerbate the use of Route 1 by commuting employees of government contractors and military personnel traveling to/from the WWB at the intersection of Fort Hunt Road and Richmond Highway;

THEREFORE BE IT RESOLVED by the Mount Vernon Council of Citizens' Associations that Mount Vernon District Supervisor, the Fairfax County Board of Supervisors and our Virginia legislative representatives act appropriately to have VDOT close the curb cut between Fort Hunt Road and the WWB ramp on the east side of Route 1 to improve safety and ensure the flow of traffic on Route 1 and to reduce accidents as per the September 19, 2007 VDOT Speed Study.

**PASSED MVCCA JUNE 25, 2008**