

October 22, 2015

Friends of Accotink Creek



I-66 495 to Haymarket Project Comments from Friends of Accotink Creek

The characters in the “Back to the Future” movie travelled from 1985 to 2015 and they seem to be among us now, bringing the transportation solutions of the 1980’s. They are, in fact, literally among us now, as the movie will be screened this week at a fundraiser in Reston, with cast members attending.



Let’s find solutions for a new millennium! - Put I-66 on the right track – the track to transit!

As Friends of Accotink Creek, our concern is with the loss of habitat and detrimental effects of ever-expanding asphalt and failure to redress past errors.

Our local jurisdictions are currently spending tens and hundreds of millions to repair the damage to our streams caused by excess erosion due to decades of paving with limited or nonexistent stormwater controls. Yet this project proposes to apply outdated stormwater standards, presenting a false choice between saving homes and saving our watersheds and the Chesapeake Bay.

Our planet is on fire. However much we wish it would go away, global warming is real – it is happening. Yet the volcano spews ever more asphalt to accommodate ever more cars, hastening us toward the precipice.

We suggest:

- Bus Rapid Transit should be the first step and could be added without any new pavement.
- We should also focus on fixing bottlenecks and managing traffic demand and flow before highway widening.
- Expand the concept of the corridor to consider the effects and possibilities of the parallel VRE & Silver Line, including VRE-to-Silver Line Bus Rapid Transit along Route 28.
- Expand the concept of the corridor to find opportunities for enhanced stormwater controls outside the right of way, such as installing nearby green roofs and pervious parking lots.
- Employ permeable paving wherever possible to permit recharge of aquifers.
- Consider the impact on impaired waters in the affected area and their tributaries, including Accotink Creek. Any solution should enhance the health of the waters crossed by I-66, rather than further compromise them.
- No net loss of habitat or tree cover should occur in any watershed, whatever solution is chosen.
- Bicycle/pedestrian crossings are a must on all overpasses. If an overpass is not being rebuilt, a lightweight walkway can be bolted on.
- Bicycle/pedestrian enhancements should extend outward into the community to improve access to new crossings, transit stations, park and rides, and nearby destinations.

"Let us begin with the premise that the automobile must accommodate the earth, rather than vice versa."

The time has arrived to make transit solutions a priority, not an afterthought to road building.

Friends of Accotink Creek :: www.accotink.org ::

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