

Comments	Proposed Responses
Ban right on red turns as drivers don't stop first.	This will be further evaluated as the project progresses.
need to address the needs of people walking and biking.	Bike and pedestrian improvements are being included in project such as sidewalks, trails, ramps and crosswalks.
Make the medians, the crosswalks and ped/bike areas more visible, widen crosswalk to 6 feet	Crosswalks exceeding or equal to 6 foot wide will be included in the design and will be evaluated for High Visibility.
The intersection radii and curb returns are too huge, need to reduce size.	The design of curb returns meet FHWA/VDOT requirements.
24 M spent to move cars a little faster during rush hour is excessive. Re-design current intersection to make safe for people walking and biking and driving. Build overpass later.	Comment noted.
With the removal of trees and watershed, what will VDOT do to replant trees and provide with proper drainage? This project will increase carbon footprint. What is the affect?	Since this is a wooded area for the new roadway, trees will need to be removed and the project will be designed to meet all of VDOT drainage requirements. This area is a part of the Counties Innovation Park and is approved for this use.
Nothing is done in this project to make it safer for people to bike/walk across this intersection. This is a major off road trail connection. County needs to do better.	See the above responses
Major worry is the impact to cycling. Today I can use the MUT in one direction, sidewalk on the other, and only have 1 light to wait for. This plan has me doing multiple road crossings due to elimination of walk while west bound.	No walk is being eliminated. As to the MUT, the existing trail on the north side of University Blvd. is proposed to match other trails and sidewalks in this area. Comment noted.
I commute by bicycle along university. I am concerned about the trail switching sides as it crosses 234. That forces delays due to crossing both 234 and University. Pick a side and stay there.	Currently there is no sidewalk or trail on the north side of University Blvd. from PW Parkway to George Mason entrance. There is insufficient right of way to have the sidewalk that is proposed under another project to be changed to a trail. The project to construct this sidewalk is to be bid in the Fall of 2019. Since this will be a sidewalk, you will still need to switch to the trail on the south side.
Since 234 is being updated, you should add a multiuse trail along the east side of 234.	Since Rte 234, PW Parkway is a limited access major highway and the adjacent Innovation property would consider this when the area is developed.
Overpass needed. Grid lock will continue during peak times. PW Pkwy will need to look like 28 soon.	This improvement is recommended under VDOT's STARS program and will meet requirements for many years. Other improvements will be evaluated in the future as needed.

Angry stressed drivers will = increased collisions numbers. I predict increased collision counts as drivers cross oncoming 234 traffic to take left.	Left turns are being eliminated at University Boulevard.
Removing more trees = more road noise = increased carbon	Comment noted.
No right on red. Would reduce collisions more effectively.	This improvement is recommended under VDOT's STARS program and will meet requirements for many years. Other improvements will be evaluated in the future as needed.
24.2 million = sadness	Comment noted.
Waste of resources when overpass is needed. Shortsighted solutions will = higher stress for driver and ped/cyclists increase risk taking behaviors.	This improvement is recommended under VDOT's STARS program and will meet requirements for many years. Other improvements will be evaluated in the future as needed.
Right turn cross oncoming traffic to then take left? This helps how? When traffic is at a stand still on northbound 234?	The proposed flow of traffic does not use that movement. Please refer to the brochure from the hearing on the project website.