

**Country Club Hills Connector Trail: Public Comments**

*85 Comments Received as of 7/1/20. 66% of comments provided in support of project, several offering suggestions or requests for additional accommodations. All comments listed below, refer to Summary, Themes, and Comments tabs for brief info/summary.*

Item #	Citizen Comment
1	One thing to consider is that there is no sidewalk on the commons side of the street. It would make more sense for directional purposes to put the terminus on the commons side at the other end of the commons, so that the terminus is across from brookwood, which connects directly to old Lee hwy. At the pavilion end, the closest streets are park hill place, Andover, and spring lake terrace - none of which lead directly to old lee hwy, and the neighborhood can be more confusing to exit from those streets.
2	While the trail seems short, it will provide a great deal of needed connectivity, particularly in light possible future improvements along Old Lee Highway. It needs to be suitable for both pedestrians and cyclists of course. Let's do it!
3	Excellent idea. Strongly support this concept. This will give folks in that neighborhood a way to connect to Rte 50. will also open up a easy route to St Leo's for those in the Mosby Woods neighborhood.
4	I concur and support the proposed plan for the trail. Walkability is what the people want in Fairfax City.
5	I LOVE this project. My wife and I are always looking for better ways to ride from Vienna and Mosby Woods area off Plantation Parkway without having to be on 50. This would allow us to get on Old Lee Highway on our way to our home west of Old Town.
6	In favor of improving all possible areas for pedestrians, runners, bikers, etc. These types of projects make our City special. Thank you.
7	I would favor creating this formal trail. As you probably know, there already is an informal one, and I've used it a couple of times since the COVID-19 outbreak resulted in LifeTime Fitness closing, and my only options have been outdoor exercise. Having a trail would make transiting this area easier and would also avoid disruption of foliage, etc., by creating one, standard way through the area. Right now, there are several.  One more thing: Bridges are fairly expensive undertakings. One way of crossing smaller or seasonal streams that I've seen used in Africa is to create an artificial ford. Basically, it consists of a series of culvert pipes through which the stream normally flows. They are embedded in cement. One can walk or bike cross dry cement most of the time. At high water, there might be some washing over the top. Super-high water can be dangerous, of course. Maybe that's a show-stopper in our litigious country. But it could save a fair bit of money, and the culverts allow fish to move freely.
8	Love the idea of a connector between Country Club Hills and Fairfax Blvd. In addition to the connection, the boardwalk could be a short nature education trail.
9	The completion of this project would increase the connection of my neighborhood (Cambridge Station) and my adjacent neighborhood (Mosby Woods) to downtown Fairfax, thus increasing business for local shops. My husband, toddler and I make the 2.5 mile trek up Rebel Run and through Country Club Hills to avoid Old Lee Highway traffic every weekend. We have a great time, but we are aware we are going far out of the way. With this path, we would be much more frequent visitors of Old Town Fairfax and all they have to offer. Events like the Fourth of July parade and Rock the Block would be great for families like mine to walk to.
10	Although we love living in City of Fairfax, and Cambridge Station specifically, we do feel a bit disconnected from the best downtown has to offer from a walkability standpoint. This bridge would make it so Cambridge Station and Mosby Woods residents could more readily walk downtown while minimizing how much of that walk takes place on Rt 50. I really hope this project gets actualized
11	why doesnt this project have plans to cross fairfax boulevard? that is the most inconvenient part in city of fairfax. there isnt one place where a pedestrian or bike can cross on fairfax blvd without being on the road. and with a 6 lane road in the area you mention, its dangerous and inconvenient to cross and use the street. that includes highschoolers, joggers, families, and people wanting to walk and shop. PLEASE extend that trail across fairfax blvd to the george snyder trail. that would open up much more business and pedestrian traffic. i live in cambridge station and our whole neighborhood talks about how they want a walk way across (like city of falls church has with the OD trail).
12	Great move towards making the city more walking and biking friendly. But use environmentally friendly material!!!! Not more asphalt. Let's not take one step forward and five back. Listen to your environmental committee on this trail and the George Snyder trail.

13	<p>I approve of the concept, more connectivity via trails for the community would be wonderful! I have a technical comment that it would be preferred that the boardwalk be built above the 100-year floodplain elevations in this area. It's hard to tell from the draft schematics but I'd strongly recommend that this boardwalk be built to higher standards that include exceeding the City's freeboard requirements. It would be even better if the boardwalk could be built to above the 500-year floodplain elevations so future damage due to flooding could be mitigated.</p> <p>Also, it would be preferred if the boardwalk and stormwater management facility not brake up the connection from the pavilion to the rest of the open grass area in the Country Club Hills Commons. Citizens often walk freely through the open grass to the pavilion and back again. If an above-ground stormwater management facility and raised boardwalk entrance are positioned at what's currently shown, these items would have a negative impact on the use of the Commons space for the neighborhood.</p>
14	<p>I absolutely love this project and the location. It's a great way to connect the citizens in the north part with the south part of the city and vice-versa. Great idea!</p>
15	<p>I completely support the new trail linking CCH and Fairfax Blvd. My children love to play at the creek and having a proper trail will provide safety, convenience, as well as easy access from both sides to enjoy the creek.</p> <p>My only concern is keeping the new trail trash free. The more people can walk around there, the more trash may be disposed. There is already trash in the creek. We don't need more.</p> <p>Will there be trash cans that the City or the CCH will collect? This should be considered.</p>
16	<p>I am NOT in support of the plan placing a pedestrian and bicycle trail between Country Club Hills Commons and Fairfax Boulevard! The appeal of our neighborhood is that it is secluded and does not allow access to pedestrians from Route 50. We have a large homeless population in the city and this bridge will bring much unwanted bicycle and pedestrian traffic into our neighborhood, thus decreasing safety in our neighborhood! This is NOT well thought through and I am very displeased that the residents of CCH were not asked about our thoughts prior to now. My house is located very close to the Commons and construction of this bridge will definitely effect us. Also, the Commons will be accessible and utilized by non CCH residents. When Fairfax High School wanted to upgrade their sound system we were very much involved in the planning process, I feel like this was project was kept quiet in order to prevent residents from objecting to this plan. I will be contacting the city council directly to address my concerns and objections to this project.</p>
17	<p>I cannot see a downside to this plan. Easy access to the commercial area and the other trails seems like a win win. My only request is to keep the disruptive impact in the forest and creek areas to a minimum. I am a bike rider so I can take advantage of this and hopefully will still be riding in six years.</p>
18	<p>I do not support the construction of a trail connecting CCH Commons to Fairfax Blvd. I worry its impact on the already fragile ecosystem in the creek would have a negative effect. I am wondering what the intent is for such a trail and what precautions are being considered regarding the toll it will have on the the environment.</p> <p>Thank you</p>
19	<p>We are a neighborhood of children and I feel our community would be safer for our children (and wildlife) if there was NO trail.</p> <p>I am learning more about how trails are done with VDOT, there seems to be little regard to the natural space and its wildlife.</p> <p>I am for preserving nature, the safety of our community and our in tact creek system as well as its riparian buffer. I do not believe this trail accomplishes any of these goals.</p> <p>I am strongly against this trail or any trail through Country Club Hills.</p>

20	<p>We in Country Club Hills have had our neighborhood impacted by multiple issues in the past few years. In the short road stretch between Fairfax High School and Layton Hall Road, there are two elementary schools, the police station, a community center and a large public park. ALL of these can only be accessed from Old Lee Highway. The hours of Fairfax High School were changed last year which means twice a day our residents cannot easily get out of the subdivision and Van Dyke park is going to be expanded with more traffic issues for this same stretch of road.</p> <p>Something not discussed at all is that St. Leo's catholic church uses a back entrance into our neighborhood for 9 months of the year to drop off and to pick up their children every day and on Saturdays and Sundays it is an entrance and exit for their multiple services.</p> <p>When Fairfax High School changed their hours, for an hour in the morning and an hour in the afternoon, there is significant traffic backup which makes it difficult to get out of our subdivision. And from about 5 to 6:30, the traffic rush hour uses Old Lee Highway to bypass 123 traffic.</p> <p>Does that not seem like a lot to ask the residents on both sides of Lee Highway to adjust to on that short of a stretch of road ?</p> <p>Now we are being asked to adjust to walkers and bicycles coming into and going out of the neighborhood as a cut through. The pitch alone on the uphill climb of this trail seems arduous for a bike rider let alone walking.</p> <p>I think Rebel Run is a much better option and it looks to me that there could be an overpass over Fairfax Blvd that would connect to a portion of the Snyder Trail that would leave our neighborhood alone.</p> <p>Our part of the city is JAMMED! Please don't make it worse.</p>
21	<p>I oppose building a footbridge from Fairfax Boulevard to the CCH Commons. One of the best features of the neighborhood is that is quiet and secluded from foot traffic on Route 50. The bridge will change the footprint of the neighborhood and will likely make the area less safe. Additionally, the bridge will open the possibility of packages being stolen, larcenies from vehicles and more property related crimes. I vote no to the bridge!</p>
22	<p>I do not support the building of a foot bridge in the CCH Commons area. The Common Area is a place where I frequently meet with friends. The addition of a footbridge that would effectively connect our neighborhood to route 50 would not sit well with me and many of my fellow neighbors. The possibility of crime in the neighborhood would increase with the added foot traffic from the creation of this new bridge. I know personally I would not feel safe knowing that anyone would be able to cross over into our neighborhood via this footbridge at anytime. We should focus on making our neighborhood safer. The consequences of this project will be unforeseen. In addition, many young kids enjoy playing at the Commons, sometimes unsupervised because it is a safe place within the neighborhood and not accessible to public foot traffic. This foot bridge would effect all family members in our community! I am against this project.</p>
23	<p>Fantastic Plan. It's an adventure navigating the woods to access Fairfax Boulevard by foot. Would support the path being bike friendly as well....nice to have it sooner. Thanks.</p>
24	<p>I think this is a great idea. I have walked the dog from my house to the pavilion only to be disappointed that there was no way to get across the creek in that location. I had to go to the high school where they do not want dogs to cross in order to get to Fairfax Boulevard.</p>
25	<p>This strikes me as a blight on the existing natural environment and essentially a bridge to nowhere. If the city is spending millions of dollars on the Old Lee Highway Multimodal Improvements Project to add bike lanes to old Lee Highway, why not just add bike lanes to Rebel Run (a couple of blocks from this proposed project) to connect the both the County Club Hills (CCH) and Old Lee Hills neighborhoods with Fairfax Boulevard?</p>
26	<p>Yes! Any trail making our City as connected as possible is fabulous. It is so unfortunate that we have endless roads that do not connect, so at-least connectable trails are a step in the right direction.</p>

27	<p>As a resident of Country Club Hills near the proposed trail, I have concerns about this project and I am not in favor of it. The document that details the benefits vs. negative aspects and costs should be made available to the public for formal review and comment. Simply having public discussions does not ensure that all aspects are properly vetted and that there is an objective basis that the project is warranted.</p> <p>2. Some negative aspects that must be addressed include:</p> <p>a. The trail is 10 feet wide and 650 feet long. This will require the destruction of many trees between Spring Lake Terrace and Fairfax Blvd., which will add to the already significant noise (road and future construction) and light pollution from Rt. 50. into the local neighborhood. Road noise is already objectionable. Also, there is a very noisy emergency generator near the proposed trail that runs for a half hour every Tuesday night, and for longer periods during testing and power interruptions, which will be exacerbated by removal of trees.</p> <p>b. The local neighborhood areas have very low crime rates. This is likely facilitated by there being no ready egress from this area directly to Rt. 50. This impedes access for those looking to commit crimes, and more importantly precludes a means of ready escape. A detailed analysis of the likely increase in crime for the local neighborhood should be completed and documented.</p> <p>c. The size of the trail makes it inviting for small motorized vehicles and the bollards will not keep such vehicles from entering the trail. Even if there are regulatory prohibitions, enforcement will be virtually impossible. This will add more unwanted noise and traffic to the neighborhood with the potential to significantly degrade its very desirable quiescent characteristics especially at night.</p> <p>d. The secluded nature of the location for the proposed trail will provide opportunities for the criminal element to prey on trail users.</p> <p>e. The cost for construction and maintenance of the trail has not been provided. These costs must be included in the formal detailed assessment that compares the benefits and negative aspects in order to determine if the project is warranted.</p> <p>In my opinion, these significant negative aspects of the proposed trail coupled with the construction and maintenance costs render its undertaking to be unwarranted considering the limited benefit. All of these issues should be formally resolved in writing before there is an attempt to obtain funding.</p>
28	<p>This trail is a fantastic idea! My family and I have long wished for a path connecting our neighborhood (Country Club Hills) with Fairfax Boulevard so that we can walk to restaurants like Firenza and Smashburger. On occasion we have even gone through the woods, which is obviously less than ideal. I also bike to work north of Fairfax City sometimes, and this trail would make me bike more often because it would significantly reduce the commute time. The plan is great because the proximity of the fire station takes care of any safety concerns people might have. My only complaint is it's not soon enough- please move as quickly as possible!</p>
29	<p>Great idea! We fully support this project.</p>
30	<p>To Whom It May Concern,</p> <p>We wholeheartedly disapprove of this potential project connecting Country Club Hills Commons to Route 50/Route 29/Fairfax Boulevard. First and foremost, we are the property owners closest to the commons area and the path as it is mapped today. We believe it would deeply affect our property in a variety of ways. The path is as close as it could be to our property. Our property value would be severely hurt by effectively building a public path in our back yard so to speak. We purchased the property knowing that nothing could be built on it, as it is in a protected area. We believe the safety of our property and the surrounding community would be negatively impacted. We have first hand experience with the City of Fairfax Police that is on record on multiple occasions.</p> <p>As a community resident we have more first hand experience with the commons area than anyone. As we have spoke with our surrounding neighbors, there is general agreement that this path is not needed. It simply has no value since it would connecting to a fire station. Speaking with our neighbors who have been in the neighborhood longer than we have, they are perplexed why this connection keeps making it on the proposed list of projects. Being in our current residence, we have not seen anyone at any point using this informal trail to get to the fire station.</p> <p>If the project moves forward it would lead to a host of other issues and challenges. The environmental aspect of cutting trees. Animals specifically deer run the creek all the time. Potential trash. More potential for safety concerns, which even at the current time have been ignored by the City as there are concrete water drains giant in size that are abandon on the north side of the creek. They serve no purpose and are a hazard. Again, if built, the force of the flash flooding would in our opinion wash away a bridge, moreso the flooding goes over the creek bed and becomes standing water over acres and acres and would completely cover any potential path. There is simply too much pressure and the height of the creek when flooding would wash it away. This is still with the improved rain egress project that has happened at 123 and Fairfax Boulevard.</p>
31	<p>I think it's a good idea</p>

32	The proposed trail is a fantastic addition to the City's trail network, and provides key connections between the neighborhoods that are otherwise disconnected from each other. The trail addition facilitates easy connections to the commercial/retail establishments along Route 50 by breaking up the "super block" between University Drive and Lion Run (formerly Rebel Run). This trail is a less invasive connection than the previously-identified connection along the Accotink stream valley, which requires extensive property acquisition and floodplain/RPA disturbance.
33	Don't wait, build it now while there is funding. It fills in one more gap in making it easier to for people to travel in and through Fairfax.
34	<p>The Country Club Connector Trail is a bad idea. It will destroy this section of the woods which is a benefit to the properties in the neighborhood. And for this reduction of beauty and for the new traffic flow of strangers whether pedestrians or cyclists will decrease the home values in the neighborhood.</p> <p>We have lived close to the commons for 30 years and its fine the way it is. A trail will bring trash and vagabonds top the neighborhood. And, just like I told the city when they did the stream bank improvement, cutting all those beautiful , mature trees down will let in more road noise form route 50 which I will remind you had as many lanes as I-66. It will also let in light pollution from the bright Red neon sign at Hooters. And just how many families will want to walk over there.</p> <p>The trail as designed with a raised walkway will become a bike path, including motorcycles (although I am sure they will be banned) and thereby a danger to walkers who will have no place to get out of the way of the cycles, except to step off the "raised" trail and fall and break and arm or a leg.</p> <p>The stream is dangerous as it floods easily. The trail will encourage young children to wander down to the trail.</p> <p>Right now the woods are mature and beautiful and block the noise from route 50, including those ridiculous brick cross walks which only act a rumble strips and increase the traffic noise by a likely 200%.</p> <p>The birds will flee with all the construction and loss of habitat. And the deer will congregate in the now reduced areas and continue to ravage the garden of people that lice in Old Lee Hills.</p> <p>If this plan is developed it should include the following:</p> <ol style="list-style-type: none"> <li>1. Motorcycle patrols by the police to ensure this does not become a hobo jungle. There have been homeless people camping in these woods for over two decades.</li> <li>2. It must have areas where pedestrians can step out of the way of speeding bikers, whether the motorcycles or a kid on a bike with training wheels.</li> <li>3. The bridge must have high sides and conform to residential rail standards for the protection of the children.</li> <li>4. There must be a deer eradication program to reduce the size of the munching herds which destroy tens of thousands of dollars or yards and garden plants each year.</li> <li>5. And residents who claim their property is immediately impacted by this trail must have a significant reduction in their tax bill (75%) for at least 5 years as this trail will decrease the value of their property.</li> </ol>
35	I think the addition of trails in the City is a great idea!

36	<p>I am a long time resident of Country Club Hills. I OPPOSE the Country Club Commons Connector Trail. The term "trail" is misleading. It connotes a worn footpath that follows the natural topography of an area. In fact, the proposed "trail" is a raised sixteen foot wide boardwalk constructed with 10 foot wide permatrak planks and bordered by 3 foot wide shoulders. The six hundred-fifty foot boardwalk and bridge over the creek will be longer than the combined lengths of two football fields. Construction and maintenance of the boardwalk will necessitate permanent removal of mature trees and vegetation which currently provide a screen vital to the privacy and security of the residents of Country Club Hills.</p> <p>The boardwalk will negatively impact the quality of life and property values for the residents of Country Club Hills for the following reasons:</p> <p>1- A boardwalk will intensify noise pollution from Fairfax Boulevard, a busy and often crowded six-lane roadway. CCH is vulnerable to loud noise emanating from the boulevard. Sirens from emergency vehicles and engine and tire noise from trucks, cars, and motorcycles traveling on the boulevard can be heard 24/7. Noises from businesses adjacent to the boulevard penetrate the CCH neighborhood. For example, MainStreet Bank has two loud, whining rooftop generators that operate every Tuesday evening for 30 minutes. The sustained noise of these generators is often heard during "quiet hours" in the neighborhood. On a recent Sunday morning during a maintenance test, these generators ran for two hours from 10 am to noon. On a recent stormy Wednesday night, the generators ran for five hours from 7 pm to midnight. Closed residential windows do not prevent these unwanted noises from penetrating homes.</p> <p>2- A boardwalk will increase light pollution from Fairfax Boulevard. At night CCH is vulnerable to the bright lights on the boulevard. Neon signs and security lights from businesses plus flashing lights from moving vehicles and traffic signals are highly visible to residents living on Spring Lake Terrace and Spring Lake Court.</p> <p>3- A boardwalk will jeopardize the safety of CCH residents. A boardwalk will create an attractive nuisance that endangers CCH residents, especially children. After storms, the creek has swift water posing a drowning threat. A boardwalk and bridge will be slippery and dangerous after bad weather and often impassable during winter months. A boardwalk will attract riders of speeding motorized vehicles impeding the safe passage of pedestrians. A boardwalk opens the CCH community to strangers with ill-intentions. With Fairfax Boulevard providing an access and exit for criminals, CCH could experience a rise in crime rate. Also, more people passing through the forest area raise the risk of fire from carelessly discarded matches and cigarettes.</p> <p>4- A boardwalk will irreversibly reduce the size of the forest and green space which border CCH. Clearance of trees and undergrowth for the boardwalk will destroy the natural screen that protects CCH residents from Fairfax Boulevard. A boardwalk starting in the Commons with a fourteen foot wide asphalt and gravel entrance ramp, three bollards, and a storm water maintenance facility will limit the linear park area CCH residents can use for recreation and community gatherings.</p> <p>The construction and upkeep of the connector boardwalk will be an expensive item on the city's annual budget and will provide few benefits for most city residents. Most importantly, the boardwalk will downgrade the desirability of living in Country Club Hills.</p>
37	<p><del>I am very worried that this boardwalk would create more traffic in an area that is critical to the wildlife in Fairfax City. The creek has been</del>  an outdoor classroom for our family. Our children and the children of this neighborhood, have been able to explore, learn, and appreciate the environment while staying right here in our beautiful city. This boardwalk would dramatically increase traffic to the area which would take away the sanctity of the area by providing noise and light pollution. I also worry about the stream degradation. Please thoughtfully consider the residents concerns before acting.</p>
38	<p>This proposed trail is slated to be 10ft wide and not really a trail but a boardwalk! I really fear the stream degradation, noise pollution, light pollution and crime that could come from this. I do not want this trail to go through our woods to allow foot traffic of those who do not live in our neighborhood. This is wasted money when the money could be better spent on improving the Accotink Creek and strengthening the stream walls. Please do not put in this connector trail!!!! My children love playing in the creek and walking through the woods. This will ruin the peacefulness of our neighborhood and the look of our small little commons area that we as a neighborhood have worked so hard to put together and continue to maintain.</p>
39	<p>This will be a great option to make it easier to walk to more restaurants and the excellent park!</p>
40	<p>I support this project. This project would make our community more walkable and make it possible to access restaurants/businesses by foot. I do not believe that this project would result in increased crime because only local neighbors would be interested in it. I think it is doubtful that it would be a "high traffic" footpath. When it comes to tree removal, only the trees truly impacting the path should be removed--I support maintaining as many of the existing trees as possible when building the path.</p>
41	<p>am totally opposed to the project. We do not need to be connected to Rt. 50. One of the joys of living at 10019 Spring Lake Terrace is the woods across the street. I do not want trees to be taken down. I don't want people from Rt. 50 wandering on to Spring Lake. But mainly I want all the green space to remain untouched</p>
42	<p>Enough of the City's natural habit has been disturbed or destroyed already, especially along Accotink Creek. This seems unnecessary.</p>
43	<p>I think it is great and I would love to see it done. My son and I love going to the creek and crossing to route 50 so we can go to the parks there. The connector would make things easier and give us easier access to restaurants and new grocery stores in the area.</p>

44	<p>I am concerned about the opening of our community to Route 50 since I can't see what advantage the bridge would be to us. Many of us are older residents who are not going to walk to Route 50 to go shopping, and we have better options for our constitutions in our own neighborhood or on the trails across Old Lee Highway.</p> <p>All the bridge would do is invite vagrants and other unsavory characters to come knock on our doors or worse.</p> <p>I ask the City to reconsider the allocation of resources to this project and to leave the Commons area as it is. It is greatly enjoyed by our community, and we are thankful to the City for it</p>
45	<p>Please do not put this trail in. It leads directly to my home. Part of the reason we chose to buy our home is that there is no cut through traffic, pedestrian or cars. This trail would disrupt our quiet neighborhood. I can see no good reason to put a path through our beautiful natural creek area and disrupt all the wild life that lives there.</p> <p>I do not know of anyone in our neighborhood who would like this trail. Please do not ignore our wishes</p>
46	Live in Cch. Support
47	<p>I live just up the hill from the proposed connection, and I am a fan of the project. Unfortunately I missed the CCHCA meeting on Monday, June 29 and maybe some of what I've written was addressed at that time.</p> <p>As a nearby resident, my only concern is that there is a conscious effort to minimize shelter options for the homeless. I'm not too worried about people using our neighborhood to "cut through"; honestly, if it promotes walking and exercise, I'm all about the "extra" people.</p> <p>A few other thoughts that I have, as a transportation engineer myself; if trash receptacles can be provided at both ends, and maybe even along the length (I know this is a cost and maintenance issue if it's not along a normal pick up route), I imagine that would help to minimize the litter. Could some sort of overlook or picnic area be added along the length? I see that the trail is going to be a boardwalk type facility, so maybe the area is too environmentally sensitive for this</p>
48	Sounds good to me. Like the idea of having a quicker bike connection to RT 50!
49	<p>Our family does not want a connector trail. The commons is our neighborhood's one place where we can all gather and not have to worry about outside residents. A path may be convenient, but it will negate a natural barrier. We like to let our children out to play because we know our neighbors are nearby. The path opens our neighborhood up to non residents at the very heart and center of our community</p>
50	<p>I support trail links, as in foot trails through forests, across easements and along roads. The trail, as proposed, is going to involve too much heavy equipment in the stream bed and stream valley. Installing a 65' long bridge will require equally if not more intense construction. If this trail needs to meet ADA and VDOT standards then it shouldn't be approved. It needs to be built by hand not by bulldozer, and it will have steep (non-ADA compliant) slopes. The permatrek is a good idea for wetland areas. If it can be designed and built so that it doesn't kill trees, erode steep banks, impair wetlands or disrupt the community gathering space then it's a good idea. It should be designed with community involvement. Right now the location severely impacts the community gathering space and for some reason it isn't running along the east side of the fire station, which is shorter and less impact on the stream valley. Also, as much as I like non-asphalt trails, and would use a foot trail at this location (with a stepping stone crossing) the city should really be focusing on the erosion issues where the stream damage to neighboring houses is going to be a liability</p>
51	<p>The area under consideration is one of the few areas of relatively untouched nature in the city. Our neighborhood kids often go hiking/exploring in the creek area. For a while, they can escape from civilization and enjoy unspoiled nature. In a world where COVID-19 is taking away their graduations, schooling, proms, etc, taking yet another thing away is hard to swallow.</p> <p>That price should be balanced against potential benefits. Access to the CUE buses on Route 50 seems to be one of the few pluses, albeit it is questionable how many residents would use it</p>
52	<p>I support the trail construction. I think it would enhance our community to be able to walk or bike to that commercial area that is currently improving, as well as the other destinations. I've been living here in CCH for 33 years, and I remember talk of a trail before. Back then, I think it was opposed due to the possibility of people cutting through the neighborhood. But, I don't think that is a consideration today that should outweigh the benefits of the trail.</p>
53	<p>I am against this intrusion into our neighborhood. I think it will be better for the children who use the Commons if there is not access to Rt 50 from there. They are safer without having strangers coming and going. But if you do put the trail in, then you need to place the entrance at another location than planned in front of the pavilion, perhaps halfway between the houses adjacent to the Commons. You need to plan for increased manpower assigned to keep the trash picked up, snow removed and plants maintained. There will need to be parking places near the trail on Rt 50 so that our neighborhood doesn't have more traffic coming on our narrow streets. I would never walk to Urgent Care or CVS, but I might walk the trail if you planted interesting native plants for all seasons. You might have one area in the middle with a few benches and walk out places to view these plants. You need to plant more trees to buffer the Rt 50 noise</p>

54	<p>I am in support of the plan to put a trail between Country Club Hills and Fairfax Blvd with the design created to minimize the environmental impact . My husband and I walk and bike through the city for exercise/leisure and to get to businesses. We would love to have the access this trail would create to get to the businesses on Fairfax Blvd, parks and trails in the Mosby Woods area and to the CUE bus green line.</p> <p>I have heard that some CCH neighbors have voiced concerns about safety problems that the trail may create. We live near Daniels Run Park where there is an extensive network of trails and access on many streets in the neighborhood that connect Old Lee Highway with Rt. 236. I walk through the park every day and have never felt any safety concerns. Nor do I feel concerns having an access point to Daniels Run Park and thus the greater neighborhood and community just steps from our house.</p> <p>I think having trails and connectors is a great resource for our City and we would use this trail.</p> <p>thank you,  <u>Marhea Tammaro</u></p>
55	<p>I find this entire project very difficult to justify for many reasons and the one I almost missed, although it is a Green trail in your face. So, I'll start there.</p> <p>Looking at the map of the construction is terrifying... permanent 10 foot wide and 3 foot high fake wood shoulders, Steel in the same dimensions used to cross just prior to the widest section of the Central Fork Accotink Creek with a constant change of height which make this project dangerous for buiders' and users of too many ages to think of... children and parents, folks on the way to work (btw, lighting?) I probably have only touched the surface.</p> <p>I guess I only want to add one more point... why us as the END of this project? I guess you can look at it in other direction to get to the Accotint you need to ride something thru a nice neighborhood designed to be driven thru SLOWLY.</p>
56	<p>I strongly oppose this connector trail to Route 50 project for several reasons but mainly for the danger it poses to our children. The Commons Area is most used as a play area. This protected area allows families to socialize while their children play. It is also used for neighborhood events such as the Easter Egg Hunt, Halloween party, and other events as well as family picnics at the pavilion. Having a connector trail to a busy highway could endanger the life of small children who may wonder off on the trail and end up on Route 50! Also of concern to me is the increase in noise and light pollution due to the removal of trees as well as the potential impact on crime in our neighborhood</p>
57	<p>My name is Steve Lescure, I'm the president of CCHCA. I have talked to many neighbors about this project, and I'd have to say that the vast majority seem to be against the idea. Many have very strong negative opinions. Of course, we did hear some in favor of the plan at the 6/29 meeting, Still, It seems highly unpopular, at least based on my conversations.</p> <p>I'm not blind to the benefits. Walkability is nice, and as a biker and runner, it might make an ok option, although since the trail goes to a busy highway, and there are not a lot of really attractive walking destinations over there, I can't imagine I'd go that way often.</p> <p>I don't want to belabor the negative points you've already heard over and over. Safety concerns, fewer trees equals more noise, outside-the-neighborhood traffic. My house backs-up to the trail, so I know all these concerns are very legit.</p> <p>Overall, I'd definitely say, in my personal opinion, that the benefits do not outway the potential problems. I'd rather leave well enough alone. Perhaps that money could have been better used to shore-up the creekbed, which seems to be becoming a problem.</p> <p>I know there will be many opportunities to discuss the detailed design if it goes that way. My early impression is the current plan is very obtrusive. I think it would be better if it were a simple asphalt or gravel trail. I do like the "meandering" idea.</p> <p>Sincerely,  Steve Lescure</p>
58	<p>We are not in favor of this project. It opens up our area to more negatives than positives. We have lived here for 22 years and we have loved watching the Commons grow and be the place for us and our neighbors to gather and enjoy various events. The Garden Club and Civic Association have made vast improvements to the area and everyone does their part to keep it clean. Our primary concern is encouraging traffic that is not neighborhood related. We on Park Hill would expect to see an increase of foot/bike traffic on our street as one of 2 roads closest to getting out of the neighborhood</p>



59	<p>Having this input trail would make my bicycle commute to GMU campus far safer. Being able to avoid riding along route 50 or on a tricky part of University Drive will decrease the risk of riding on roads or even on sidewalks which are not very safe.</p> <p>Thank you for taking my comment</p>
60	<p>I oppose the pedestrian bridge to route 50 from CCH. Fairfax must be a more connect city, but linking a residential neighborhood to a six lane highway is not smart growth and the current proposal must be reworked.</p> <p>Additionally, what are the environmental effects of such a bridge is another issue.</p>
61	<p>I commute daily by bicycle from Vienna to George Mason University. I currently have to ride along Fairfax Blvd; this is not pleasant, nor do I feel particularly safe doing this. Country Club Connector Trail would allow me to commute to work more safely. I also believe this connection would encourage more individuals to ride bicycles between the Fairfax City area and the Vienna Metro area.</p>
62	<p>The bike commute between Vienna Metro and George Mason University would be easier if this multi-use trail is built. Currently, I need to backtrack to Fairfax High School, or ride along Virginia Blvd until reaching University Drive. Riding along the Virginia Blvd sidewalk adjacent to traffic is challenging because of pedestrians and traffic pulling in and out of driveways</p>
63	<p>I think the connector trail is a great idea. I would use this connector trail to get to Vienna Metro - it would replace my current option - along Pickett road, which is dangerous unless I use the side walk</p>
64	<p>The plans indicate an elevated path constructed of Permatrek, with the bridge surface listed as steel. Does the Permatrek retain good friction with shoes and tires even when it is weathered, wet, or has biofilm (mold, fungus, leaves) on it? Does it become very hot when in direct sunlight, which might be a concern for pedestrians who choose not to wear shoes, or dogs who don't much get a choice? I have similar concerns for the steel bridge deck.</p> <p>Are there plans for signage to the path that will indicate where it leads to? That might be very useful from Old Lee Highway to the trailhead.</p> <p>Is there already a pedestrian crossing at Plantation Parkway across Rt 50?</p>
65	<p>Thank you for this important project that will improve connectivity through the community. This is vital to allow safe access between the City of Fairfax neighborhoods and parks, particularly for families with children. Additionally, as a resident of Fairfax, I would love to see improvement of bike accessibility to the Vienna/Fairfax metro. Biking to Vienna/Fairfax on Old Lee highway often feels very unsafe, and this would improve bike-ability. My only concern is the timing. It is frustrating to have to wait nearly a decade for critical improvements to city connectivity.</p>
66	<p>Very good idea. The more bike trails, the better.</p>
67	<p>I write as a member of the George Mason University community. I am not a cyclist, but I am an eco-conscious commuter. I think this bike trail would be a fabulous asset. Please support this plan. Bikes don't pollute and they take cars off the road.</p>
68	<p>I think adding this connection is a great idea. I walk in this area frequently, and as recently as last weekend, was wishing there was a way to get off of the busy, noisy sidewalk along Fairfax Blvd/Lee Highway, and back into the more pleasant neighborhoods. I'd gotten onto Fairfax Blvd by the high school and was headed home. I ended up needing to walk almost a mile along Fairfax Blvd before turning left onto University. A connector would have allowed me to make all but a tiny bit of this trip on safer, more pleasant back roads.</p>
69	<p>A fabulous idea that would greatly improve my ability to get around Fairfax and to get to the Metro via bicycle.</p>
70	<p>Thank you for developing this proposal.</p> <p>A Country Club Commons Connector Trail would do more to create north-south bicycle connectivity through the City than any project of comparable scale. Even the much more ambitious plan for redesigning Old Lee Highway as a complete street would not provide a safe crossing of Route 50 through Fairfax Circle, nor would it address the steep grades on Old Lee. The plans for Northfax currently propose requiring bicycles to share a path with pedestrians through a retail district, which threatens both speed and safety. By contrast, the relatively short Country Club Commons Connector Trail would allow bicyclists to move from University Dr to Plantation without steep grades, and to cross Route 50 safely at the existing signal. This trail would go far to meet the goals of the City and George Mason University to develop a route from the W&amp;OD Trail and the Vienna Metro to Old Town Fairfax and the Mason campus.</p>
71	<p>Anytime we can provide more bike trails it is a good thing, but even more so now. My family includes George Mason University employees and would likely use this trail and others like it to get to work, exercise, or run errands. With the current pandemic in mind, finding alternative ways of transportation is essential to staying healthy and controlling the spread of communicable diseases. Biking is done outside and socially distant. Therefore, this is a good use of resources because it encourages good behavior.</p>
72	<p>I am a bicycle commuter who regularly bikes through the Fairfax and Fairfax Circle area. This connector trail would be an enormous help to me; much, much safer than my existing routes.</p>
73	<p>Yes! This is an important connector from GMU to metro. The less we have to ride on major roads the better.</p>

74	I am opposed to the Country Club connector project. As a 50-year resident of Country Club Hills, I cherish the areas of untouched woods full of indigenous fauna and flora that function as a sound barrier between our neighborhood and Fairfax Boulevard. While the trail will enable a third access route to Fairfax Boulevard, it will also provide direct access into the back of our neighborhood from a busy roadway creating an easy entry and exit increasing the likelihood of some additional burglary activity. On a final note, I believe the City has underestimated the number of times the creek floods significantly so the bridge and trail build requirement to withstand that type of increasingly significant flooding would almost certainly cause the destruction of a larger portion of the woods than is currently estimated.
75	I am enthusiastically in favor of this project. I work at Mason, I'm a parent, and I'm an occasional bike commuter. Additionally, I will bring my bike to work and use it to get around Fairfax. One of the major challenging alternative (bike/ped) transportation modes is that the infrastructure is built around cars, and often, like in this case, direct links are missing. That means that fewer people use trails, because they don't provide access. This project is a model of building a link that will encourage use of not just the connector itself, but of the paths and bike lanes in the areas nearby. This is also an issue of equity, as there are many people without cars who walk or bike to get their jobs and shopping. Please support this, and other smart multimodal projects to make Fairfax more accessible.
76	I am strongly in favor of this project. While we have many useful networks of trails moving east-west in the county, north-south connections remain underdeveloped, and the connector trail would help mitigate that. In particular, getting from Fairfax City up to the W&OD network of trails is currently difficult and from many locations involves biking on or on the sidewalk next to major, busy streets. Developing this kind of infrastructure is a relatively cheap and extremely worthwhile investment that will contribute to the quality of life in the city and surrounding areas of the county. Thanks!
77	I strongly endorse this trail as a safe connector of particular benefit to those commuting to the George Mason University campus and other points in Old Town Fairfax.
78	I live in Arlington but work at GMU Fairfax. I am a huge supporter of the connector, which would make it easier and more appealing to commute by bike
79	My family is fully against this activity, as it appears frivolous, not based in an actual 'citizens need' requirement And disruptive to the residents of Country Club hills. It appears a lot of assumptions have been made with respect to prospective use (without hard evidence) and/or that an alternative agenda (perhaps capping the stream) may also be driving the initiative.  Finally, this also smells of 'Federal funds are available - now find ways to tap into it). In a city of deteriorating aging infrastructure such as roads, parks, facilities and utilities - building a fancy trail and capping a stream in an area of natural beauty to build a trail that will serve few users walking between little used places (it dumps out right at a hard-to-cross area of Fairfax Boulevard with few accessible businesses on the other side - seems at least a little much and at worst a horrible use of taxpayer money. After all, just because it's being packaged as 'Federal grant money', that money originates with taxes collected from everyone. That is not very fiscally responsible
80	I highly recommend the Country Club Connector Trail. I work at GMU and it would facilitate bike commuting to campus.
81	A bike trail through Country Club Hills Commons would complete the bike trail by adding the missing space between University Drive and Plantation Parkway. This in turn would let bicyclists cross Route 50 safely. It would greatly enhance the ability of commuters from George Mason University, as well as other Fairfax sites, to get to metro. Encouraging bike and metro commuting is essential as we move further into global warming. This proposed connecting trail would make commuters rely less on cars and buses.
82	I love this idea. A definite benefit to the city. Better biking and walking connections are good for reducing traffic, increasing bikability, and improving home values.
83	I think that having additional trails connecting roads and neighborhoods in Fairfax are fantastic. My family and I use the Daniels Run Trail often to get to downtown Fairfax; having this connector would create another way for us to get to north Fairfax and Vienna metro without having to use a car. The only change I would make would be to do this project sooner than 2028.
84	This is an essential project that will connect existing trails and allow for more bike commuting.
85	These seems like a great idea. I work in Fairfax and a number of my colleagues bike to work. I've always been hesitant to do so because it seems unsafe. This project would address that