NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2020-2025 SIX YEAR PROGRAM

PUBLIC COMMENTS

June 5, 2020

Northern Virginia Transportation Authority
Summary of FY2020-2025 Six Year Program Public Comments

6/5/2020

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Public Hearing	5/14/2020	Kelly Burk, Mayor, Town of Leesburg	20175	LEE-008	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road.	This project will relieve congestion for 2 major commuting routes; also will provide bicycle-pedestrian connections among local points of interest.	Yes
Public Hearing	5/14/2020	Letty Hardy, Council Member, City of Falls Church	22046	CFC-005	Downtown Falls Church Multimodal Improvements	These multimodal transportation improvements will allow safer access to schools, community activity centers, and transit stations, will cause a modal shift away from SOVs.	Yes
Public Hearing	5/14/2020	Letty Hardy, Council Member, City of Falls Church	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	These multimodal transportation improvements will allow safer access to schools, community activity centers, and transit stations, will cause a modal shift away from SOVs.	Yes
Public Hearing	5/14/2020	Andrea Bailey, Board Supervisor, Prince William County	22191	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Please support the project to improve commuting and overall quality of life in Dumfries area.	Yes
Public Hearing	5/14/2020	Monae Nickerson, Vice Mayor, Town of Dumfries	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	This widening project is a missing link among other widening efforts on Rte. 1. Will enhance Dumfries' overall quality of life (Dumfries as a destination!).	Yes
Public Hearing	5/14/2020	Selonia Miles, Council Member, Town of Dumfries	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Project will alleviate severe congestion issue because of I-95 overflow traffic.	Yes
Public Hearing	5/14/2020	Pete Singh	22206	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Project will improve safety and congestion issues; enhance economic revitalization and overall quality of life.	Yes
Public Hearing	5/14/2020	Bernard H. Berne	22203	NOV-002	Arlington W&OD Trail Enhancements	Opposition to Project No. NOV-002: Arlington W&OD Trail Enhancements In November 2019, NOVA Parks submitted an application (NOV-002) to the Northern Virginia Transportation Authority (NVTA) that requests $5.6 million to increase the width of the W&OD Trail (a multiuse trail) in the western portion of Arlington County. NVTA should not fund this project, regardless of whether or not the project contains a high Congestion Reduction Relative to Cost (CRRC) rating. There are many reasons (qualitative factors) that together justify the rejection of NOV-002. In addition, some or all of the quantitative factors that contribute to the CRRC do not appear to be relevant to a project that will increase the width or otherwise "enhance" an existing multiuse trail that has the characteristics of the W&OD Trail. That is because the W&OD Trail travels within a popular public park (the Washington and Old Dominion Railroad Regional Park) and therefore receives more recreational use than transportation use. It appears that the use of some or all of the fifteen measurements that contribute to the CRRC has never been validated for this type of project. NVTA and other area-wide funding agencies receive few applications that request funding for projects whose major use is for recreational purposes, rather than for transportation purposes. The NVTA website contains no information that describes the validation of any rating criteria for existing multiuse trails whose predominant use is for recreation, rather than for transportation. This "Pave The Park" project will destroy a major part of a natural area that contains Arlington's only large meadow/pollinator area. The paving, which will increase the width of a 10-12 wide trail to up to 22 feet, will also increase stormwater runoff within a designated Resource Protection Area (RPA) surrounding a stream (Four Mile Run). The project will also destroy a number of mature trees and shrubs, some of which Arlington County and the Northern Virginia Regional Park Authority planted. Any replacement trees will take many years to reach maturity. Further some will die when young and will not be replaced. It is not possible to adequately mitigate these adverse impacts on the natural environment that the project will create. Further, the project is not needed. My counts of traffic on the W&OD Trail during peak p.m. travel periods before the COVID-19 emergency began showed that the Trail was not congested during those periods. There were no conflicts between users. Therefore, widening the trail and the proposed construction of a separate paved pedestrian path will not decrease congestion on either the trail or any area highways, including the nearby I-66. Further, widening trails has never been demonstrated to increase safety or to reduce conflicts between users. When trails are widened, many cyclists increase their speeds. At the same time, other trail users travel side-by-side. This increases conflicts between users and increases the incidence and severity of accidental injuries. Creating a separate paved pedestrian path adjacent to a bike trail does not reduce conflicts between users. Whenever the pedestrian path has less traffic than the bicycle path, speeding cyclists choose to travel on the pedestrian path. They disregard any signs or trail markings that designate the path for pedestrian use only. It is impossible to enforce any such restrictions at a reasonable cost. Further, another paved trail, the Four Mile Run Trail, parallels the W&OD Trail in the project area on the opposite side of the stream. Because of the trail's hills and curves, few cyclists use the Four Mile Trail. The proposed pedestrian path adjacent to the W&OD Trail's bicycle path is not needed, as it would duplicate the existing Four Mile Trail, which usually has little traffic during peak travel hours. Few cyclists and pedestrians commute of on this section of the W&OD Trail to avoid traveling in single-occupancy motor vehicles. The nearby I-66 has tolls during peak travel hours that vary according to the amount of traffic. Nearly all cyclists and pedestrians use the trail for recreational purposes or to avoid the need to travel on Metrorail, which is costly and crowded during peak travel hours (except during the COVID-19 emergency). The project will therefore decrease Metrorail's revenues. The decrease in Metro use will be greater than any decrease in automobile use. There is no real need for this environmentally destructive project. NVTA should not waste its money to fund this project. The cost of the project far exceeds any reduction in highway traffic congestion that the project might create.	No

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Public Hearing	5/14/2020	Audrey Clement	22205	NOV-002	Arlington W&OD Trail Enhancements	NOVA Parks wants $5.6 million to expand a two mile stretch of the 12 foot wide W&OD Trail in Arlington to a maximum of 22 feet--a 12 foot bike trail, an 8 foot pedestrian trail, and a 2 foot median. This is equivalent to building a two-lane city street in a fragile flood zone located in one of Arlington's few remaining natural areas. NOVA Parks claims that the increased trail capacity will relieve overcrowding and promote access to regional activity centers like East Falls Church Metro. The Shared Use Path Level of Service (SUP LOS) analysis performed by Toole Design for NOVA Parks in 2019 demonstrates congestion on the northern end of the trail, but it also acknowledges that demand is flat. The attached "Counts and Results Summary" said: "Trail use has generally been steady between 2013 and 2018 and no consistent growth rate has been observed. Therefore, Toole Design did not forecast the number of years before the studied segments of the W&OD Trail would reach the percentage increases presented in Table 4 (p. 10)." In other words, the increase in trail use has been so negligible that Toole didn't bother forecasting future demand. This raises questions about the need to double trail capacity, especially since no alternatives analysis or environmental assessment was done. NOVA Parks insists that it couldn't perform further analysis until NVTA approved the project. But this puts the cart before the horse. How can NVTA make an informed decision about what to fund until it knows what is needed? Toole acknowledges in the attached "Field Assessment Summary" that much of the trail lies in a flood zone: "The section of trail along Custis Memorial Parkway (I-66), west of Ohio Street to west of Patrick Henry Drive is designated as Area within RPA and Special Flood Hazard Area. Impacts to the base flood will need to be limited in this area. Further investigation will be necessary during design (p. 1)." What if further investigation demonstrates that paving over the remaining grassy buffer between the bike trail and Four Mile Run along a one mile stretch of I-66 will induce further erosion of an already eroded stream bank? Does NVTA really believe that NOVA Parks will scale back its plans and return the money saved to NVTA? If so, I have some real estate along Four Mile Run in Arlington County I would like to show NVTA.	No
Public Hearing	5/14/2020	Audobon Society of Northern Virginia via Connie Ericson	22204	NOV-002	Arlington W&OD Trail Enhancements	May 14, 2020 Public Hearing Statement to the Northern Virginia Transportation Authority on its FY2020-2025 Six-Year Program Ladies and Gentlemen: My name is Connie Ericson. I speak tonight regarding application # NOV-002, the proposed Arlington W&OD Trail Enhancements. I live in South Arlington County, 22204 zip code. I am on the Board of Audubon Society of Northern Virginia and I speak to you this evening on behalf of Audubon's more than 4,500 members throughout Northern Virginia. Our mission is to conserve and restore natural ecosystems, focusing on birds, other wildlife, and their habitats for the benefit of humanity and the earth's biological diversity. Many Audubon members are avid cyclists and recognize the environmental benefits of bike commuting; however, they also recognize the importance of preserving natural areas in Arlington's rare, remaining unburied stream valleys and associated wetlands and floodplains. We believe the proposed project essentially turns the trail into a street, not a park trail and impinges on those valuable natural resources. The project would cost us trees, shrubs and meadows, and increase flooding and stream erosion, all of which damage the park ecosystem and the resident and migratory wildlife it supports. We believe that NOVA Parks has not justified this costly project. The alleged benefits of the proposal need to be weighed against the environmental harm, and that weighing process should include a realistic and objective analysis of possible alternatives. NOVA Parks needs to look not just at traffic counts but where those counts were taken and whether there are alternatives to doubling the trail size that would provide increased flexibility (where and when necessary) with less environmental harm. For example, we noted that the traffic counts in the Toole assessment were taken at locations where cyclists are likely to slow down, not because of pedestrian traffic but because of atypical trail conditions, that is, near a sharp turn in the trail and a wood-planked bridge. Perhaps trail enhancements would be appropriate at selected locations where the trail presents features that make congestion more likely, but only an objective evaluation of alternatives can result in such a determination. We note also that at some locations where the W&OD parallels the Four Mile Run Trail, congestion, if it exists, might be mitigated by dividing pedestrian and bike traffic between the two during specific peak times. Without an alternatives analysis NOVA Parks has not made a convincing case that it needs to take valuable park space and destroy natural resources to create a bicycle superhighway. Audubon encourages the authority to defer a decision on this costly and potentially harmful project until an objective environmental and alternatives assessment has been completed, with appropriate public review.-***Note: also gave same comment by email***	No
Public Hearing	5/14/2020	Allen Norton	22205	NOV-002	Arlington W&OD Trail Enhancements	Only east-west trail in the county with the potential to support commuter traffic. Widening can be carefully planned to not harm the environment.	Yes
Public Hearing	5/14/2020	Tammi Lambert	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Concerns: 1. Traffic from 95 flows over to Route 1 everyday and our road right now can't handle that volume. 2. Increased funding will allow us to widen the road a relieve the congestion we currently experience. 3. Funding for Route 1 will allow us to develop Main St and promote more economic development in Town so that more people will have the option to work closer to home which will also relieve traffic congestion.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	PWC-024	North Woodbridge mobility improvement	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	VRE-013	VRE Wodbridge station improvement	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	FFX-103	Frontier Drive extension and intersection improvements	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	ARL-015	Rosslyn multimodal network improvements	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	ALX-014	Alexandria Duke Street Transitway	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	VIE-003	Vienna Regional Bikeshare	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes

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Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	CFX-011	Old Lee highway multimodal improvements	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	ARL-019	Ballston-MU Metrorail Station West Entrance	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	ARL-014	CC2DCA Intermodal Connector	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	VRE-011	VRE Crystal City Station improvements	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	FFX-114	Seven Corners Ring Road Improvements	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	CFX-013	Roadway Network Northfax West	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Virginia Sierra Club via Douglas Stewart	22030	CFX-014	Government Center Parkway extension	Sierra Club promotes a transportation network that offers options for all modes, and supports any project that fulfill this objective. A Transportation Blueprint that encompasses this vision has been shared earlier with NVTA staff.	Yes
Public Hearing	5/14/2020	Lisa Campbell	20105	LEE-008	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road.	The project will provide much-needed bike-ped connections in this part of the county.	Yes
Public Hearing	5/14/2020	Lisa Campbell	20105	LDN-019	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	The project will provide much-needed bike-ped connections in this part of the county.	Yes
Public Hearing	5/14/2020	Coalition for Smarter Growth via Stewart Schwartz	20002	Other	Systemwide	Focus highway spending on existing facility maintenance and multimodal enhancements, fund transit operation and capacity expansion.	Other
Public Hearing	5/14/2020	Susan Land	22213	NOV-002	Arlington W&OD Trail Enhancements	Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING!	No

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Public Hearing	5/14/2020	Rick Epstein	22203	NOV-002	Arlington W&OD Trail Enhancements	The project will cause more harm to environment than providing any real transportation benefit. NVRPA has failed to communicate via any meaningful public engagement. Received comment in the email too: Date: 5/24/2020 2:24 PM First name: richard Last name: epstein Email: rickepstein1@verizon.net Phone number: 703-525-0588 Zip code: 22203 Six Year Program Written Comment: Set out below for ease of reference is a copy of my prior oral testimony to the NVTA Board at its public hearing on Project #NOV-002 – Arlington W&OD Trail Enhancements": Good evening. My name is Rick Epstein, I live in Arlington, and am speak ing on Project #NOV-002 "Arlington W&OD Trail Enhancements." Thank you for the opportunity to provide comments this evening. I am a long time user of the W&OD trail and I am asking you to reject NOVAParks funding request for at least the following reasons: This project will change a recreational trail in a natural regional park into primarily a commuting route when a primary mission of NOVAParks is "conservation of regional natural …..resources." I believe an overwhelming majority of trail users are still at best only vaguely aware of this proposed dramatic widening of the trail. The reason is simple: NOVAParks has failed to hold any meaningful community engagement process regarding this project. Among the results of that failure are: NOVAParks application asserts multiple transportation benefits, but fails to adequately substantiate those benefits, including as to any increased trail usage resulting from this project; – – NOVAParks has failed to provide to the public an upfront assessment of the negative environmental impacts from a new trail with a width beyond that of some residential streets, including loss of almost 2 acres of natural areas in close proximity to Four Mile Run and within areas of its RPA and flood plain; – An upfront public process should have included an assessment of potentially less environmentally destructive, and possibly less expensive, alternatives, such as use of the existing trail in conjunction with Arlington's already existing, parallel paved Four Mile Run trail during periods of peak usage; And NOVAParks has failed to provide an assessment of either current safety issues on the trail or of safety problems the widened trail itself may create from increased bicycle speeds and potential volumes in areas immediately next to pedestrians. These issues and others should have been fully discussed with our community before submission of this application. Finally, it seems highly unlikely, based on prior community experience with NOVAParks, that any public engagement process held after receiving funding will be either fully objective or reflect a willingness to consider major changes. In conclusion, I am respectfully asking you to deny NOVAParks funding request in this round as premature. Hopefully this will prompt NOVAParks to now implement an adequate public engagement process so that we as a community can address the issues identified above, among others, and determine an appropriate approach with substantial community support. Thank you. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Public Hearing	5/14/2020	David Pala	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	This project is part of a larger vision to revitalize Town of Dumfries' economic developments and overall quality of life.	Yes
Public Hearing	5/14/2020	John Wingard	22207	NOV-002	Arlington W&OD Trail Enhancements	The project does not have any documented benefits over its huge negative impact to environment.	No
Public Hearing	5/14/2020	Duke Banks	22207	NOV-002	Arlington W&OD Trail Enhancements	Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING!	No
Public Hearing	5/14/2020	Charles Grymes	20109	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	This project demonstrates effective connection between land use and transportation planning, promoting overall mobility in a live-work-play community setting.	Yes
Public Hearing	5/14/2020	David Miles	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	This is a much needed project to address worsening traffic bottleneck in the area.	Yes

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Public Hearing	5/14/2020	Joshua Handler	22203	NOV-002	Arlington W&OD Trail Enhancements	An environmentally damaging project with no real benefits to users. Current usage of the facility in the project area does not require any widening. Received comment in the email too: Dear NVTA, Thank you for the opportunity to make oral comments on May 14, 2020. As I noted in my comments, I live in Arlington next to NOVA Parks Upton Hill Regional Park and near the W&OD Trail. Though I was not speaking on behalf of Arlington County's Urban Forestry Commission, I am also a member of that Commission and have a strong interest in preserving what is left of Arlington's mature tree canopy. As you may recall, I spoke against funding the NOV-002 "Arlington W&OD Trail Enhancement" project. Herewith are the additional comments I said I would submit by e-mail and an attached PowerPoint presentation to illustrate the points made below. The proposed W&OD widening project likely would have little or no impact in alleviating congestion on I-66 or other roadways during rush hour by facilitating alternate modes of transportation. Trail widening is unneeded in terms of capacity. I walked the proposed project area frequently this winter and spring from my home to either the Ballston Metro or the E. Falls Church Metro station to commute to work before COVID hit. In the colder months, there were a handful of cyclists. As the weather warmed, there were several dozen cyclists during the 40 minutes it took me to walk the two miles to the East Falls Church metro. Four Mile Run Trail runs parallel (on the south side of Four Mile Run) to the W&OD Trail for most of the length of the proposed widening project. Between the two trails, there was plenty of capacity during my morning commute. I did not observe any congestion. A friend commutes to/from work from his home in Vienna to DC traveling the W&OD Trail. I saw him occasionally near Brandymore Castle (in Madison Manor Park near N. Roosevelt St.) in the morning. When I asked him about trail capacity, he said it was fine, adding that the main issue was the occasional dog walker who lets the leash out too much. A public education campaign urging walkers to use the Arlington's Four Mile Run Trail during commuting hours would solve the occasional conflict at a fraction of the cost of widening. Overall, the project is also questionable even in terms of its stated objectives due to the limitations of the existing conditions on the trail and the alternatives that already exist. The Toole preliminary concept design notes a couple of pinch points, significantly the Ohio Street Bridge where the trail cannot be widened. It is unclear what the end result would be if the trail were to be widened on either side. This pinch point is the functional equivalent of DC's bridges, which cause inbound traffic to back up onto I-66. Speeding cyclists would still have to slow down when they reach this section of the W&OD. Expensive and unnecessary widening won't alter this reality. Has this proposed project been studied in the context of the extensive on-street bike lanes Arlington has already constructed to facilitate cycling? These bike lanes exist throughout the neighborhoods adjacent to the W&OD Trail, providing alternative routes and additional capacity. You are probably aware that as of 2016, Arlington's bicycling network had "50 miles of off-street trails and another 77 miles of on-street facilities such as bicycle lanes, bicycle boulevards and routes." Certainly, the quantity of on-street bicycle lanes has been increasing since then as roads have been repaved or restriped and new routes built. The proposed widening's negative environmental impacts include degraded air quality resulting from the loss of mature trees right next to I-66. This would, in turn, undermine one of the stated purposes for reducing traffic on I-66, i.e., improving area air quality (particularly in those neighborhoods adjacent to I-66, which bear the brunt of the air pollution). If the project follows Toole design's preliminary concept for the project, it would involve significant destruction of mature trees near the E. Falls Church Metro at the N. Roosevelt St. entrance in the Brandymore Castle hill area to straighten the trail's curve. The trail widening in effect is the equivalent of creating a neighborhood street —just like we drive on every day — right next to Four Mile Run, adding to runoff and erosion problems (further degrading water quality in a Chesapeake Bay tributary) while also increasing the flood hazard for surrounding communities.	No
Public Hearing	5/14/2020	Willie Toney	22206	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Increased housing developments in the project corridor creating more congestion, project is needed to meet the demand.	Yes
Public Hearing	5/14/2020	Kara Pitek	20112	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	This project will address various quality of life issues.	Yes
Public Hearing	5/14/2020	Alexandria Transportation Commission via Melissa McMahon	22314	ALX-014	Alexandria Duke Street Transitway	Thanks for the opportunity speak tonight via phone/facebook live. You are doing a great job with your first ever virtual public hearing! Kudos.Good evening .My name is Melissa McMahon, and I am the Chair of the Alexandria Transportation Commission. I would like to thank the Northern Virginia Transportation Authority (NVTA) for providing the City the opportunity to speak about our application for the FY 2024-25 Six Year Program Update. The City of Alexandria has submitted one project, and is requesting $75 million toward the construction of the Duke Street Transitway. The Duke Street Transitway is one of three planned transitways included in the City's Master Plan. The City has been taking steps to implement all three of these transitways, which are vital to improving regional mobility, reducing congestion and connecting major employment hubs, transit centers, Metrorail, and activity centers. The Route 1 Metroway, which connects Old Town to Crystal City, has been in operation since 2014, and ridership has continued to grow since its inception. The City will begin design on the West End Transitway, later this year and anticipates it operating by 2028. Once completed, it will provide frequent and reliable service between the City's west end and the Pentagon. In 2018, the City received $12 million for the planning and design of the Duke Street Transitway project as part of the NVTA FY2018-FY2023 program. We appreciate NVTA's commitment toward this project as it will improve connectivity, speed and reliability on one of the City's highest used transit corridors. Today, this corridor has an average weekday ridership of over 5,000 riders, which could grow significantly with improved service.The City has started the planning process for the Duke Street Transitway this year. The City would use NVTA funds for purchasing buses, building stations and queue jump lanes, signal and intersection improvements, and pedestrian and bicycle improvements to improve safe access to the stations. The Duke Street Transitway is an important project that will advance NVTA's two overarching goals of reducing congestion and moving the greatest number of people in the most cost-effective manner, while addressing equity, access, safety, and other regional goals. By improving transit service, frequency and reliability between the King Street Metrorail Station and the planned redevelopment of Landmark Mall, this project will benefit areas of existing high density and lower income, minority and senior populations, while enabling more sustainable development at Landmark Mall. In addition, the project will allow for concurrent safety benefits in a high-crash corridor.All three of these transitways work together to form spines of connectivity for both the City and region, connecting people to jobs, housing, services and entertainment. Funding for the Duke Street Transitway will allow the City to complete this transitway network and receiving this full funding request for FY24-25 will enable a streamlined design and construction effort for faster implementation and maximum cost-effectiveness. Again, I would like to thank the Authority for the opportunity to speak on behalf of the City, and this important project. Thank you. Please find attached the text of my public statement this evening, for your records. Sincerely, Melissa McMahon ***Note: also gave same comment by email***	Yes
Public Hearing	5/14/2020	Fred Hussein	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	This project will significantly impact economic and community development in the Dumfries area.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Public Hearing	5/14/2020	Virginia Douglas	22191	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	I-95 traffic overflow adversely affects local commuting, need this project to address severe congestion and crowding.	Yes
USPS	5/14/2020	Dr. Michael Olichney	22024	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	It is imperative that VTA approve state funding for the widening of the Virginia State RTl roadway thru the historic town of Dumfries, Virginia's oldest Chartered Town. The existing RTl Southbound roadway was built in the 1930's and no longer provides for efficient traffic flow for local, state and intrastate commuters. It creates a major bottleneck in traffic flow from the northern industrialized points and is exacerbated by Interstate 1-95 traffic jams. This project phase will improve commuter traffic flow, enhance safety, provide timely emergency response and allow inspection activities.	Yes
NVTA Website	5/24/2020 23:57	Alberto Librato	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I support the Van Buren Extension --	Yes
NVTA Website	5/24/2020 23:56	Shannon Bucklund	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Our family is strongly in favor of moving forward to fund the Van Buren extension project. We live in Montclair and the extreme amount of cut-through (and often speeding) traffic on Waterway around our neighborhood has become very dangerous. The drivers who would not normally be using our quiet residential roads where children ride bikes and/or walk to school should have an option closer to the highway that does not involve using roads around Montclair.	Yes
NVTA Website	5/24/2020 23:55	Daniel Lopez	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I support the Van Buren Extension --	Yes
NVTA Website	5/24/2020 23:52	Samantha Thomas	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: In favor of VanBuren extension. This extension would provide much needed through route from Dale Blvd to Rt 234 and eliminate dangerous traffic that cuts through the Montclair Community. Speeding of vehicles on Waterway has been documented and there have been several Pedestrian mishaps and accidents endangering members of the community. Approve the VanBuran Extension. --	Yes
NVTA Website	5/24/2020 23:47	David Byrne	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I want to voice my support for the Van Buren extension in Prince William County. This road has been in the works for far too long and the Montclair community has become a highway that should have been avoided years ago. Please move this project forward ASAP. --	Yes
NVTA Website	5/24/2020 23:43	Philip Turner	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please move forward with the Van Buren extension project. The amount of traffic on Waterway is unsafe and the non residents who use it to cut through the neighborhood speed at ridiculous rates. It will be safer for our county if there are more north south running routes that spread the traffic out rather than routing it all through Montclair. Thank you. --	Yes
NVTA Website	5/24/2020 23:42	Tracy Hansen	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I support the funding of the Van Buren roadway design project. --	Yes
NVTA Website	5/24/2020 23:34	Patric Anderson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I am for finishing building this road. This road was already planned before Four Season was created, and other housing in the area. I live in Montclair,Virginia and in the 16 years I have lived here I have seen the traffic increase including speeding increase. Many new neighborhoods are popping up around in Prince William County which also means increasing of population in this County. I believe this road will help lower traffic through Montclair and make it easier getting around in Prince William County from one place to another. The people in the Four Season neighborhood were aware about this plan about this road was going to be built in the future when they built this neighborhood. We would eliminate some traffic, people speeding, traffic accidents and deaths in Montclair --	Yes
NVTA Website	5/24/2020 23:32	Claire Hoagland	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please agree to work towards Van Buren Road North so people have an alternative to coming down the road I live on — Waterway Drive in Montclair. We have lived on Waterway near the 4 way stop by Avon since 1978. The number of cars cutting through our neighborhood has grown exponentially over the years and it is no longer ok to expect this volume of traffic on a neighborhood, residential street. Please find an alternative and build this road. Thank you --	Yes
NVTA Website	5/24/2020 23:31	Ted Wiederholt	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please fund the VanBuren north extension. It is badly needed in our community to alleviate traffic problems. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/24/2020 23:30	Dawn Wiederholt	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please fund the VanBuren north extension. It is badly needed in our community to alleviate traffic problems.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 23:30	Richard Renfro	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	My wife and I use Shreve Rd or the path and sidewalks along the road evey day. There are several dangerous characteristics that this grant can help mitigate, including pedestrian walkways, path crossings, and sightlines. Please fund this grant so the community can have a safe and enjoyable environment around Shreve Rd. As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road.r Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro	Yes
Email	5/24/2020 23:27	Daniel Halloran		NOV-002	Arlington W&OD Trail Enhancements	I firmly support dual trails in all of the metropolitan region, in Arlington, Alexandria, Fairfax, and DC. The W&OD at this point is hampered with traffic, and is becoming quite congested. As we do with our roadways, let use expand the surface transportation capacity, and hope to induce further demand on this and adjoining trails The ever-increasing demand for transportation alternatives is critical for the resilience of the infrastructure of the region. The ability to travel around the area, quickly, and efficiently, without mandating the use of private automobiles, provides fantastic pressure relief from adjoining roadways and reduces reliance on existing transportation modes. The trail is as crowded now as its ever been, and the overall use of the space has never trended downward. I strongly support making the trail dual use, providing a "passing lane" for high speed cyclists to avoid conflict with casual walking or jogging. Please help ensure this goes through, and afford everyone the opportunities to travel at whatever speed they choose, in much the same way we do with highways and side streets. Thank you for your consideration in this regard. -Xavier Halloran	Yes
Email	5/24/2020 11:24 PM	Ballston-Virginia Square Civic As	22201	NOV-002	Arlington W&OD Trail Enhancements	I fully support for dual trail expansion in Arlington by NOVA Parks. I am a regular user of the W&OD trail since I moved to the area in the 1990s. I use it for jogging to get some exercise. I use it to bike to work in Crystal City. I use it for walking to clear my head. It's a great asset but one of its failing is that its loved too much. This heavy use has left it dangerously crowded at times with conflicting mobility modes. So the planned dual trail expansion is desperately needed and would provide some welcomed relief. Thank you, Collier Cook Ballston, Arlington, Virginia 22201	Yes
NVTA Website	5/24/2020 23:18	Donna Hornick	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I have lived in Montclair since 1983 and have watched in concern the increase in traffic and speeding on our roads. We desperately need the Van Buren extension to be completed to alleviate the traffic cutting through Montclair. --	Yes
NVTA Website	5/24/2020 23:10	Cathy McAuley	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Waterway is a residential area – this road has become a major bypass/ short cut for many vehicles that are not residents. The volume of traffic has increased and many cars do not heed to the speed limit (35mph in a residential area- 25mph in a school zone). This has become dangerous and cars have jumped curbs due to the speeds. There are 2 elementary schools, 2 pre school/daycares, and a recreational park (playground, tennis courts 2 baseball fields) on this road and many residents use the sidewalks for exercise and outings with their families. I do not have exact number but accidents have occurred- let's not wait for an other accident before things are changed to ease the increased traffic. --	Yes
NVTA Website	5/24/2020 10:58 PM	Beverly Wood	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I am writing to support the Van Buren North. --	Yes
NVTA Website	5/24/2020 10:58 PM	Joe Andreasen	22015	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22015 Six Year Program Written Comment: Build the Van Buren Road and alleviate ALL of the traffic bypassing on Waterway from 234 to Cardinal and 'Minnieville. --	Yes
NVTA Website	5/24/2020 22:55	Kailianu Michaels	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I live in Montclair. Drivers are constantly cutting through our community as a "shortcut". Furthermore, they are FAR exceeding the speed limits set within the community. The area around our Montclair has increased dramatically in the last two decades with very little infrastructure to allow for safe traffic flow. I think a serious accident in Montclair in the near future is a given. There have already been several close calls. Please build the Van Buren extension to help alleviate the crowded streets here and (hopefully) cut down on the speeders. Thank you. --	Yes
NVTA Website	5/24/2020 22:53	Marc Kennedy	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please consider the Van Buren extension in Dumfries to alleviate traffic through Montclair and on Jefferson Davis Blvd --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/24/2020 22:52	Steven Bosch	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please approve funding and build the Van Buren bypass/road. This will benefit current and future residents of our expanding communities. Thank you. Steven Bosch --	Yes
NVTA Website	5/24/2020 22:50	Ronald Porter	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: 1) This proposed road will impact our Four Seasons residential community in an extremely negative manner. The high volume of traffic expected to use it will create excessive amounts of noise and auto/truck pollution, adding to the current volume of noise and pollution that is generated by I95 traffic and trucks at the I95 truck weigh station (which is located less than one mile from our community). 2) Further development at the very edge of our community would also allow potential access to our gated, "over 55" community from other businesses or housing communities that would be situated along the road. 3) There is a substantial amount of wildlife that transits the wooded area adjacent to our community. Removing the trees to build a road would impact the wildlife habitat and create more air pollution. Our suggestion: Consider entry and exit ramps to I-95 at Cardinal, since most of the traffic that transits Benita Fitzgerald is heading to neighborhoods that are adjacent to Cardinal. This would avoid having additional traffic directed toward the perimeter of our Four Seasons community. Thank you. Ronald/Roseanna Porter --	No
NVTA Website	5/24/2020 22:50	Alena Smith	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: We are waiting and watching for this extension to help with all the cut through traffic through Montclair!! --	Yes
NVTA Website	5/24/2020 22:48	Jana Eberling	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Hi, we need this road to be build because traffic on Waterway is getting worse every day! Montclair is a family community with a lot of small children. People that are cutting through the Montclair are always speeding and putting our residents in danger --	Yes
Email	5/24/2020 22:45	Michael L. Roy		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails on W&OD in Arlington. This is a common sense way to make trail use safer and more popular. _____ Hobbs, Straus, Dean and Walker, LLP. Confidentiality Statement This message is intended only for the use of the individuals to which this e-mail is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable laws. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete this e-mail from both your "mailbox" and your "trash." Thank you.	Yes
NVTA Website	5/24/2020 22:43	Marcia Griffo	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: It is logical and reasonable and I cannot figure out WHY PWC did not plan for our traffic two decades ago-especially before the new construction along Cardinal Drive and Four Seasons. The traffic NEEDS to go parallel to I-95 through that area to encourage local traffic OFF I-95. We have the worst traffic in the country and without this intervention the traffic along Cardinal and through Montclair will only continue to get worse. DO SOMETHING about this problem NOW SO SEVERELY OVERDUE! --	Yes
NVTA Website	5/24/2020 22:41	Christine Mansour	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Good evening, I'm writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. From my experience as a local resident, there simply are not enough North – South local roads. Many new homes are being built each year in PWC, however, there is little infrastructure improvements to accommodate the increased local traffic. This extension is a critical step to alleviate traffic congestion and increase traffic flow.	Yes
NVTA Website	5/24/2020 10:40 PM	James Rubocki	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: My family and I live in Montclair. It is extremely dangerous to walk on the sidewalk of Waterway due to the high speed of the through traffic. This is concerning for multiple reasons, the least of which is lifes are at risk simply walking to school at Henderson E.S. The Van Buren extension will go a long way in reducing the traffic along Waterway, and improving pedestrian safety. The opposition of this project by Four Seasons residents is purely selfish. Those residents are concerned about vehicle noise. I am concerned about my family and I getting killed walking on the sidewalk or crossing Waterway to get to Henderson E.S. This is especially given the recent death of the woman walking on the sidewalk along Cardinal. If the Van Buren extension can save just one life, it must be approved. I personally could not live with myself if I were to vote against this project, and then a pedestrian were killed walking along Waterway. For the sake of my family's lives, I implore you to vote in favor of the Van Buren extension. --	Yes
NVTA Website	5/24/2020 10:39 PM	Scott Reichert	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Hello, Please fund the Van Buren extension from Cardinal Rd to Rt. 234. This road is necessary to relieve congestion and problems with speeding drivers going through our community endangering the families who live here. This new road will not completely eliminate the problems; however, it will be a help in relieving traffic related issues in our community. Please approve funding of the Van Buren extension to help our community become more safe and have less traffic in it. Thank you for reading this message and for considering the funding of this necessary road within the Dumfries/Dale City/Woodbridge, VA. Regards, Scott Reichert Montclair, VA	Yes
NVTA Website	5/24/2020 10:39 PM	William Ladd	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Build the Van Buren extension.	Yes
NVTA Website	5/24/2020 22:39	Alissa Parady	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I support the Van Beuren extension.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/24/2020 10:38 PM	Kortney Mason	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I am writing to express my support for the Van Burden extension. It is imperative that this project be completed! Please make it happen! With sincere appreciation, Kortney Mason	Yes
NVTA Website	5/24/2020 22:38	Linda Ball	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: My husband and I have been residents of Montclair Va. for the past 30 years. We are in favor of the van buren road extension project. --	Yes
NVTA Website	5/24/2020 22:34	Amanda Hopson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please complete the Van Buren extension. --	Yes
Email	5/24/2020 22:33	Andrea Stevens	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I just wanted to express my gratitude for your consideration of the West Falls Church Connection to W&OD Trail Project and Downtown Falls Church Multimodal Improvements Project. Our family and many in our community travel the affected routes by foot and bicycle and we believe these projects will greatly improve everyone's safety. Kind regards, Andrea Stevens	Yes
NVTA Website	5/24/2020 10:32 PM	Sandra Thiedeman	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: The Van Buren Extension/NVTA Van Buren Road is vital to this growing area and should have been built years ago, the volume of traffic that is using Waterway, Spriggs and Minnieville is overwhelming, this area would see a huge benefit if there were another road bringing traffic from Dale City and Woodbridge over to 234. The sooner this road is built the better. Thank you for your consideration. --	Yes
NVTA Website	5/24/2020 22:28	Paul Pimentel	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I am requesting that the van Buren extension be included and prioritized in future plans for the region. It is a long planned and important project that will alleviate local congestion in a rapidly growing area. --	Yes
NVTA Website	5/24/2020 22:25	Trisha Helchinger	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please support the Van Buren extension	Yes
NVTA Website	5/24/2020 10:24 PM	Susan Hodges	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I support the extension of Van Buren road to Route 234 to alleviate the heavy through traffic in Montclair --	Yes
Email	5/24/2020 22:21	Tom Korns		NOV-002	Arlington W&OD Trail Enhancements	The time has come with the covid nudge of social distancing to separate Park Bicycle and Pedestrian trails in Arlington. The increased demand is very much upon us. Accommodating them both will have negative impacts on the existing forests if we don't use the currently available scientific ecological information that is different and far less injurious then much of Trail landscaping practice these days. It will likely include many instances of trail separation rather then parallel routing, ecological surface treatments, volunteer master naturalist and perhaps bicyclist stewards to assist in their creation and maintenance. These are converging concerns on divergent pathways that present great opportunity for success, Tom Korns, Member, Arlington Pedestrian Advisory Committee; Park Steward, Cherry Valley Park and Nature Area. The Custis Trail passes through it.	Yes
NVTA Website	5/24/2020 22:19	Bernard H. Berne	22203	ARL-019	Ballston-MU Metrorail Station West Entrance	Six Year Program Written Comment: I wish to express my support for project number ARL-019: Ballston-MU Metrorail Station West Entrance. This project is Arlington County's first priority. The project will eliminate the need for people to walk about 0.25 miles to reach the existing entrance at the east end of the station when traveling from areas west of the station. As the east entrance is often congested during peak hours, the new entrance will encourage more people to use Metro. The project will also enable the County to rezone properties west of the station to accommodate high density development that is accessible to Metro. This will increase Metro's revenues. --	Yes
Email	5/24/2020 22:17	Rob Bankey		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington. Thanks, Rob Bankey	Yes
Email	5/24/2020 22:15	Christine Barford		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
NVTA Website	5/24/2020 22:13	Charlotte Kenkel	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: This road is desperately needed in PWC. Everyday the sidewalks along Montclair are full with residents and children. With the increasing number and speed of the impatient commuter drivers along Waterway Dr it is only a matter of time until it leads to a dangerous outcome. There was a recent accident the resulted in death of a pedestrian just one street away on Cardinal Dr. There needs to be an extra road to funnel the heavy traffic and take the burden off Montclair.	Yes
Email	5/24/2020 22:10	Nicholas Smith		NOV-002	Arlington W&OD Trail Enhancements	Hello, As a DC resident who often works and buys things in Arlington, and who doesn't own a car, I strongly support widening the W&OD trail. One thing I've noticed is that many trails in the region are crowded during rush hour but also at other times. People make close passes frequently, and the mix of speed of people walking, biking slowly and biking fast cause a lot of conflict. In the Netherlands, the minimum width for a two-way bicycle facility (not including space for people walking, which is either on a sidewalk or adjacent path) is 4 m (13 ft), and it is wider where traffic is higher and/or outside of built-up, old city centers with narrow streets. Widening the trail, even if not every segment but just a large portion, will help keep people moving safely, and increase options for people getting around. This was true before the pandemic and even moreso now. A strong network of bicycle and pedestrian routes that can accommodate demand will be an asset to Arlington's and Northern Virginia's transportation system. Thank you for your support for this project. Nicholas Smith	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 10:07 PM	Hillary Alfred	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom This May Concern, We have lived in Falls Hill for 18 years and the traffic has continued to increase annually. The pressure on Shreve Road is of real concern. The neighborhood, originally built in the late 1950's early 60's, is now on the third generation of families and is much less safe than it was in the for the previous two generations. This is due in part to the sheer number of cars on the road now. In the 1950s families were more likely to only have one car and share, and now many have two or three cars per household. Other contributions to increase traffic are the opening of the West Falls Church Metro (and later the parking garage expansion), higher density housing near the Metro, and all types of retailers. With even more retail and residential plans, the current Shreve Road configuration cannot safely support the residents of Falls Hill. The curves and lack of sufficient traffic calming measures, and monitoring needs to be addressed, before any more accidents take lives of our neighbors. Therefore we write to support The West Falls Church Access to Transit and Multi-modal Connectivity application. Thank you for your consideration, and please do not hesitate to contact us if you have any questions.	Yes
Email	5/24/2020 21:55	Stiven Foster		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I encourage you to support the bicycle and pedestrian improvement candidate projects included in the FY2020-2025 Six Year Program: NOVA Parks' Arlington W&OD Trail Enhancements and the City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices. NOVA Parks' Arlington W&OD Trail Enhancements I have been a year-round bicycle commuter from my home in Fairfax County to Washington, D.C., for nearly two decades, and have seen a steady increase in the number of cyclists during that time. The NOVA parks' proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington's commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington's transportation network. By providing more room for trail users, in particular the dual paths to separate bicyclists from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today. I understand that a minority of residents have expressed opposition to this project citing environmental concerns. As an environmental scientist, I can say with certainty that it is not possible to predict potential impact of trail until it has been designed. In fact this project provides an opportunity to improve environmental management along this amazing stream valley trail. The design process for the W&OD project will include robust public engagement and an alternatives analysis, and the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region. City of Falls Church's West Falls Church Access to Transit and Multimodal connectivity Improving the connection between the W&OD Trail and West Falls Church is critically needed and I strongly support this project. My family, and I, regularly travels by bike and on foot into the City of Falls Church to run errands, enjoy restaurants and shops, attend school activities, and for recreation. With the redevelopment planned in West Falls Church and at the metro, this project is needed to truly transform the area into the walkable, bikeable, transit-oriented community envisioned by the City and Fairfax County. By providing a new 10' multi-use path, new street lighting and a crosswalk near Gordon Road, Shreve Road will be safer for all of us. With rising numbers of pedestrian deaths on our region's roads, I urge the NVTA to find ways to fund more projects that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed toward new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles. The COVID-19 pandemic has elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, and other bicycle and pedestrian capacity. This includes redesigning both secondary and primary arterial roads to be complete streets with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 21:55	Stiven Foster		NOV-002	Arlington W&OD Trail Enhancements	I encourage you to support the bicycle and pedestrian improvement candidate projects included in the FY2020-2025 Six Year Program: NOVA Parks' Arlington W&OD Trail Enhancements and the City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices. NOVA Parks' Arlington W&OD Trail Enhancements I have been a year-round bicycle commuter from my home in Fairfax County to Washington, D.C., for nearly two decades, and have seen a steady increase in the number of cyclists during that time. The NOVA parks' proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington's commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington's transportation network. By providing more room for trail users, in particular the dual paths to separate bicyclists from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today. I understand that a minority of residents have expressed opposition to this project citing environmental concerns. As an environmental scientist, I can say with certainty that it is not possible to predict potential impact of trail until it has been designed. In fact this project provides an opportunity to improve environmental management along this amazing stream valley trail. The design process for the W&OD project will include robust public engagement and an alternatives analysis, and the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region. City of Falls Church's West Falls Church Access to Transit and Multimodal connectivity Improving the connection between the W&OD Trail and West Falls Church is critically needed and I strongly support this project. My family, and I, regularly travels by bike and on foot into the City of Falls Church to run errands, enjoy restaurants and shops, attend school activities, and for recreation. With the redevelopment planned in West Falls Church and at the metro, this project is needed to truly transform the area into the walkable, bikeable, transit-oriented community envisioned by the City and Fairfax County. By providing a new 10' multi-use path, new street lighting and a crosswalk near Gordon Road, Shreve Road will be safer for all of us. With rising numbers of pedestrian deaths on our region's roads, I urge the NVTA to find ways to fund more projects that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed toward new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles. The COVID-19 pandemic has elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, and other bicycle and pedestrian capacity. This includes redesigning both secondary and primary arterial roads to be complete streets with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).	Yes
Email	5/24/2020 21:54	Edward Miller		NOV-002	Arlington W&OD Trail Enhancements	I am writing in support of the expansion of the W&OD trail. The W&OD is an important resource in our community. However, it is too crowded to safely use on the weekends and evenings with walkers and bike riders. The W&OD is a wonderful local resource but absolutely needs to be expanded to accommodate the large number of cyclists and pedestrians that desire to use the trail.	Yes
Email	5/24/2020 21:41	Cathy Miller	22030	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: I am writing in support of the expansion of the W&OD trail. The W&OD is an important resource in our community. However, even before COVID-19 it was too crowded to safely use on the weekends and evenings. Now, it is too crowded all of the time and that does not take into consideration that many people , myself included, are avoiding the trail since COVID. The W&OD is a wonderful local resource but absolutely needs to be expanded to accommodate the large number of cyclists and pedestrians that desire to use the trail.	Yes
Email	5/24/2020 21:40	Keith Bierman		NOV-002	Arlington W&OD Trail Enhancements	Widen the trails! End of comment.	Yes
NVTA Website	5/24/2020 21:38	Tracey Smith	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Montclair subdivision badly needs the Van Buren extension to go ahead. We have one single main road from Cardinal rd to Dumfries rd. We get all the commuters from other big subdivisions using our one road as a quick way to get home and avoid the I95 mess. On that main road, we have two elementary schools, with lots of young walkers. The cars always exceed the speed limit and many of them do not care because they don't live here. We also have a park with a big playground and baseball fields that young kids walk and bike too and a neighborhood swimming pool that kids bike and walk to for swim practice. It has become extremely hazardous every year because the housing and stores that continue to be built around our subdivision. I think it is completely selfish and outrageous that the retirement village is against the Van Buren extension because it will ' interfere' with their exercise area of walking in the woods! It is also unethical in my eyes that one of the people on the board to vote yes or no for the extension, lives in that retirement village! Maureen Caddigans vote should not be included! Safety and lives should come first! Will it take a child to be killed before anything is done? Please take this seriously into consideration and allow the extension to go ahead! Safety should come first before some wooded exercise trails for the over 50!	Yes
Email	5/24/2020 21:29	Frank McPartland		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. Thank you, Frank McPartland Arlington, VA	Yes
Email	5/24/2020 9:25 PM	Jeff Iannuzzi		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington. Adding additional lanes to the WO&D Trail will encourage commuting, errand-running, and exercising via bike and foot. The community and environmental benefits vastly outweigh any negative externalities of construction.	Yes
Email	5/24/2020 20:58	Christopher Soghoian		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 20:53	Lauren Sidner		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 8:50 PM	Ballston Virginia Square Civic Association via Collier Cook		ARL-019	Ballston-MU Metrorail Station West Entrance	Please find the attached letter of support for project funding for the Ballston Metro West Entrance (Application ARL-019) from the Ballston-Virginia Square Civic Association. Thank you, Collier Cook President, Ballston-Virginia Square Civic Association	Yes
Email	5/24/2020 20:46	Josh Gorman		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 20:33	Amanda Reynolds	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern, As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/24/2020 20:29	Russ Adams	22207	NOV-002	Arlington W&OD Trail Enhancements	As a resident of Arlington County I fully support the widening of the trail. I also support separating cyclist from runners and walkers. Please make the trail safer for all users.	Yes
Email	5/24/2020 20:06	Amy Allen		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers on the W&OD trail. I have been a resident of Arlington Country for 22 years and use the trail at least three to four days per week as a cyclist and runs. I am hopeful you will support this project as it improves transportation in our region without increasing carbon emissions. Our trails are a unique and highly-valued resources for country residents and should be maintained and expanded when needed to meet the needs of our residents. Thank you, Amy Allen Arlington, VA	Yes
Email	5/24/2020 8:05 PM	Barbara Favola		NOV-002	Arlington W&OD Trail Enhancements	Dear NOVA Parks If it is possible, please consider separating bikers from walkers/runners on the W&OD trail. Thank you for considering this.:)))	Yes
Email	5/24/2020 8:05 PM	Elaine Furlow		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA members: I have used the W&OD Trail in Arlington for many years. As a walker, I know this trail would be much safer and more enjoyable if it were separated for walkers/joggers and for bicyclists. I believe that with careful planning and oversight, the expansion can be done without undue environmental impact. The resulting improved trail would be a public benefit both in transportation and in health/safety. Thank you for your consideration.	Yes
Email	5/24/2020 19:57	Liane Paulson	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am a resident of the Falls Hill neighborhood off of Shreve Road and near the planned development at George Mason High School and West Falls Church. I am concerned that as development progresses that our neighborhood is not forgotten. It is currently fairly difficult to walk just to the Giant because of traffic. I understand there is consideration for funding to widen the path along Shreve Road which will improve our access to the Metro and the new development. I hope that you will support these funds for this use.	Yes
NVTA Website	5/24/2020 19:56	Amrit Ahluwalia	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I do not agree to the extension of Van Buren St. People drive wayyyy too fast on Benita Fitszgerald. If that street cannot be monitored, how do we expect that to occur with an extension? I drive 40 and 25 when the lights flash. I am always having cars pass me going much faster and yes, even during the 25 zone when school was in session. It is disheartening to see that people do not slow down for a school. It was even more painful to hear about the woman who died on cardinal. Save the money on extension and put our tax dollars on actually patrolling our streets. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/24/2020 19:49	Jennifer Brown	22151	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: I'm writing in support of the project to widen the WO&D trail and provide separate facilities for pedestrians and cyclists. It would make the trail a safer place for both pedestrians and cyclists and make a positive contribution to the environment by encouraging alternative modes of travel. Regards, Jen Brown -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 19:45	Greg Moore	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir/Madam , There are two fundamental reasons I'm asking for your support towards improving and transforming Shreve Road: safety and community integration. My family's rear yard faces Shrevewood Elementary School, where my boys both attend but we can not even cross Shreve Road! It's busy and dangerous. This "road" is integral to changing to a pedestrian orientation community, which includes connecting to the West Falls Church multimodal center. The vehicular cut-through priority or "sub-artrial" classification will only limit the overall integration of a transit and pedistrian priority. After the tragic loss of a community member walking with her granddaughter along Shreve Rd, there is definite action needed. As a resident with young kids, we fear Shreve Road! It needs to be reconsidered a neighborhood street, with sidewalks, multi uses, and designed WITH the W&OD- an incredible community asset! I'm also an architect and developer. Our company is focusing on West Falls Church neighborhoods right now and I can tell you this will pay off in tax investment as more families are looking for safe, good schools, and multimodal streets connecting to transit, whether Metro or future bus rapid transit. Take a look at the neighborhood that Shreve Road serves, as we have spent many hours doing. If it was designed not as a edge or "fracture" (Kevin Lynch) but moreover as a connective fabric to interconnect all the neighborhoods (Falls Hill, Poplar Height, Westwood) then it would focus toward a center...West Falls Church, then we can build towards a safer, human-centered community! Please support the grant, my kids are depending on it!	Yes
NVTA Website	5/24/2020 19:42	Rebecca Swain	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: An additional route from 234 to Dale Boulevard is greatly needed. People speed through Montclair on Waterway to get from Dale to 234, and it puts a lot of young families in danger. Recently, there was also an accident on Cardinal of an individual cutting through and that individual killed a woman walking her dog. This additional route is absolutely necessary to protect our families and young kids in our quiet community. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/24/2020 19:40	Yvette White	22003	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: Dear County Board Members: I am writing in reference to the NVTA's Six Year Program Update. Specifically, I am in support of the widening of the W&OD Trail. As you know, the W&OD Trail is immensely popular and it can get crowded. Not only do people use it for recreation, a large number of us regional residents, such as myself, use it as a bicycling transportation pathway when traveling from one destination to another. As you know, bicycle travel (as well as other forms of active transportation that include rolling or walking) has enormous environmental benefits. Encouraging more area residents to bike the W&OD instead of drive to their destination decreases air pollution, decreases sound pollution, increases health outcomes and decreases road maintenance. For these reasons, I support the draft resolution and moving forward with widening the W&OD Trail in Arlington. Sincerely, Yvette White -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/24/2020 19:26	Nicole Smith	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Project: NVTA Van Buren Road North Extension Route 234 to Cardinal Drive Hello. I am writing to express my concern regarding the NVTA Van Buren Road North Extension Project. I am concerned about the safety in my neighborhood, Cardinal Grove, if the project is to be carried out. With so many cars and trucks that will be passing through the neighborhood, there's no guarantee that the children who play outside and at the park near Van Buren Road, as well as the people who walk/run, will be safe. I am also afraid for the children of the neighborhood who catch the bus near Van Buren road inside Cardinal Grove; I am afraid that the cars and trucks passing through the neighborhood will not obey the stop signs and traffic laws regarding school buses and that the children will get hurt as a result. In addition, our neighborhood, Cardinal Grove, is a safe and quiet neighborhood. If the project is carried out, then these qualities will be affected tremendously due to all of the traffic coming though. It is due to these concerns that I hope you will reconsider the Van Buren North Road Extension Project so that it's not carried out. Thank you for taking the time to read my concerns about the project. Have a nice day, Nicole	No
NVTA Website	5/24/2020 19:21	Will Swain	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I am in favor of the Van Buren Road North Extension: Route 234 to Cardinal Drive due to the traffic that is generated on Waterway Drive and subsequently Cardinal Drive to reach Benita Fitzgerald Dr. The easement for this road and plan are already in place but a few loud comments from a new neighborhood is not allowing traffic to flow freely and continue development in this area. The fatality on May 1 on Cardinal Drive should be proof enough that we require a more direct route from 234 to Cardinal Dr and subsequently Dale Blvd instead of routing this high traffic through neighborhoods and areas where pedestrians (especially young families) are present. How can Four Seasons complain about road noise and etc when I-95 is less than 1000 feet from them? There will be adequate space between Van Buren and their backyards to support a new road that will save lives and allow traffic to not congest neighborhoods unnecessarily. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/24/2020 19:21	David Wagoner	22003	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: We need to widen the W&OD. I use it to commute on my bike every day. I don't drive into Arlington 95% of the time. It's too crowded for commuters, dog walkers, and joggers. Did you ever notice how drivers always get their highways widened and never complain one bit about the environmental costs, yet will turn against a trail widening in the name of the environment? Widen it please. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/24/2020 7:09 PM	Robert Keller	22205	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: I write in opposition to the funding of the NOVA parks proposal to widen "Arlington Trail". At least without a great deal more public input and environmental study. I am in favor of providing both pedestrian paths and bicycle lanes in general. As someone who has lived less than a quarter mile from the WO&D trail for over 30 years I have been on it and in the parks through which it runs too often to count. I have seen trail usage go up and know there needs to be some accommodation for increased traffic, but this proposal does not appear to consider the environmental problems a 20 foot wide trail would cause. First, the proposal indicates there is a current 12 foot wide trail. That is not accurate. There may be places where the trail is that wide, but that is not true for most of the stretch they are proposing to widen. The segment of trail in FC that they are widening is much different from the Arlington Trail. The overall FC right-of-way is much wider with far fewer mature trees. In addition the Arlington segment's positioning next to 4 Mile Run means additional concerns. It is already a stream with pollution issues. Adding more impervious surfaces will only worsen the impact of storm run-off. We are in a climate crisis and need all the tools possible to mitigate the impact. Taking down mature trees in parkland would seem to be the last thing we should be doing. Yes, bicycles need space and walkers needs too be protected, but people commuting on bikes don't use the trail as the same time as most recreational users. Courtesy goes a long way and high speed bike traffic in a park area with playgrounds, sports fields, bird watchers, etc. is unsafe and on Arlington Trail, unnecessary. So why go from 6-8 feet to 20. Improve the quality of the current trail, post signs on etiquette, and depend on the users to be good citizens. Fund an environmental study, but don't approve the project funds until the results are available and the public has had a chance to speak. After all it is our tax money that will be used. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/24/2020 18:46	Pat Walsh		NOV-002	Arlington W&OD Trail Enhancements	I'm definitely in favor. Way too crowded and therefore dangerous during this time.	Yes
NVTA Website	5/24/2020 18:33	Susan Stillman	22180	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: I often ride through Falls Church to get to Arlington from Vienna. There are many people using the trail, more since we've been experiencing the pandemic. Trails were over crowded before, and are past the point of bursting now. The WOD trail should be widened everywhere! It is so well loved and utilized. When I look at the trail in Falls Church I don't see where a large number of trees will have to be removed. If trees are removed, the same or a larger number of trees can be planted elsewhere in the area…I think the tree argument is a false one. It isn't comfortable or safe for great numbers of people to walk, run and bike on the same trail. We should have separated trails all along, everywhere. Let's take this first step to do the area in Falls Church and see how much it is all improved. I think everyone will be very pleased and the trail will be safer for us all. Thank you, Susan Stillman -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/24/2020 18:22	Robb Dooling		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA, I have been using the W&OD Trail through Arlington since 2014 for commutes and errands because I do not own a car. Even before COVID-19, I struggled to navigate crowds on the trail. Please widen the trail to promote induced demand in transportation and helping the environment in more people biking/walking and not driving.	Yes
Email	5/24/2020 18:21	Sonya Breehey		NOV-002	Arlington W&OD Trail Enhancements	I write to express support for two bicycle and pedestrian improvement candidate projects included in the Northern Virginia Transportation Authority's (NVTA's) FY2020-2025 Six Year Program: NOVA Parks' Arlington W&OD Trail Enhancements and the City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices. NOVA Parks' Arlington W&OD Trail Enhancements My family and I use this segment of the W&OD Trail often when we ride to work in D.C., to restaurants and shops in Arlington, and for recreation along Four Mile Run. The separation from cars on this segment, along with snow clearing in the winter, makes it one of the most attractive places to bike and walk in region. NOVA parks' proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington's commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington's transportation network. By providing more room for trail users, in particular the dual paths to separate bicyclists from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today. I recognize that a vocal minority of Arlingtonians oppose this project citing environmental concerns. It is important to note that NOVA Parks has not undertaken trail design yet and when they do will fully consider potential environmental impacts and needed mitigations to alleviate concerns. This is actually an opportunity to provide improved environmental management along this loved stream valley trail. A similar project along the trail in Falls Church is improving stormwater management by not only mitigating the new width of the trail but also the existing trail, which was built before stormwater requirements. The design process for the Arlington W&OD project will include robust public engagement and an alternatives analysis, and the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region. City of Falls Church's West Falls Church Access to Transit and Multimodal connectivity Improving the connection between the W&OD Trail and West Falls Church is critically needed and I strongly support this project. My family regularly travels by bike and on foot into the City of Falls Church to run errands, enjoy restaurants and shops, attend school activities, and for recreation. It broke my heart when I learned of a mother who was struck and killed walking along Shreve Rd. with her son for ice cream after an afternoon at the pool. We can design our streets and trails to be safer and this project will do that. With the redevelopment planned in West Falls Church and at the metro, this project is needed to truly transform the area into the walkable, bikeable, transit-oriented community envisioned by the City and Fairfax County. By providing a new 10' multi-use path, new street lighting and a crosswalk near Gordon Road, Shreve Road will be safer for all of us. With rising numbers of pedestrian deaths on our region's roads, I urge the NVTA to find ways to fund more projects that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed toward new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles. The COVID-19 pandemic has elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, and other bicycle and pedestrian capacity. This includes redesigning both secondary and primary arterials to be complete streets with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 18:21	Sonya Breehey		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I write to express support for two bicycle and pedestrian improvement candidate projects included in the Northern Virginia Transportation Authority's (NVTA's) FY2020-2025 Six Year Program: NOVA Parks' Arlington W&OD Trail Enhancements and the City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices. NOVA Parks' Arlington W&OD Trail Enhancements My family and I use this segment of the W&OD Trail often when we ride to work in D.C., to restaurants and shops in Arlington, and for recreation along Four Mile Run. The separation from cars on this segment, along with snow clearing in the winter, makes it one of the most attractive places to bike and walk in region. NOVA parks' proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington's commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington's transportation network. By providing more room for trail users, in particular the dual paths to separate bicyclists from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today. I recognize that a vocal minority of Arlingtonians oppose this project citing environmental concerns. It is important to note that NOVA Parks has not undertaken trail design yet and when they do will fully consider potential environmental impacts and needed mitigations to alleviate concerns. This is actually an opportunity to provide improved environmental management along this loved stream valley trail. A similar project along the trail in Falls Church is improving stormwater management by not only mitigating the new width of the trail but also the existing trail, which was built before stormwater requirements. The design process for the Arlington W&OD project will include robust public engagement and an alternatives analysis, and the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region. City of Falls Church's West Falls Church Access to Transit and Multimodal connectivity Improving the connection between the W&OD Trail and West Falls Church is critically needed and I strongly support this project. My family regularly travels by bike and on foot into the City of Falls Church to run errands, enjoy restaurants and shops, attend school activities, and for recreation. It broke my heart when I learned of a mother who was struck and killed walking along Shreve Rd. with her son for ice cream after an afternoon at the pool. We can design our streets and trails to be safer and this project will do that. With the redevelopment planned in West Falls Church and at the metro, this project is needed to truly transform the area into the walkable, bikeable, transit-oriented community envisioned by the City and Fairfax County. By providing a new 10' multi-use path, new street lighting and a crosswalk near Gordon Road, Shreve Road will be safer for all of us. With rising numbers of pedestrian deaths on our region's roads, I urge the NVTA to find ways to fund more projects that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed toward new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles. The COVID-19 pandemic has elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, and other bicycle and pedestrian capacity. This includes redesigning both secondary and primary arterials to be complete streets with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).	Yes
NVTA Website	5/24/2020 6:19 PM	Jasmine Smith	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I live in Cardinal Grove. A four lane highway will be a terrible addition to our neighborhood. It will be a safety hazard for pedestrians and children in our community. It will decrease our property values, increase noise and increase crime. Please find a way to re-route the highway outside of our neighborhood. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/24/2020 18:16	Kate Donohue	22205	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: These comments are with regard to the proposed widening of the W&OD Trail from N. Roosevelt St. to N. Carlin Springs Rd. I have serious concerns about this project, which adds an 8 ft. wide impermeable trail (plus a 2 ft. divider) to a widened 12 ft. wide trail. This project will increase runoff into Four Mile Run, which already has issues with flooding during heavy rain events, and will further damage water quality. The trail and construction involved will destroy MANY large, native trees, which provide carbon removal, shade to users of the park, wildlife habitat, improved water quality, and storm water mitigation. The community as a whole has not been informed of this project, and have not had the time to study the proposal and comment. Clearly, this proposal is for a bike highway , geared toward commuters, to run through our parks. I appreciate the need for bike lanes on our streets, and for projects to be undertaken to improve the safety of bikers and pedestrians. But those goals need to be balanced against the need for natural spaces in our increasingly urban environment, and the requirement to protect, and not further damage, the benefits these resources provide the community. Consideration of this project must be delayed until there can be a full accounting and analysis of the damage the project will do to our parks, and an opportunity for the community to weigh in on whether the benefits outweigh the costs. Thank you, Kate Donohue -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/24/2020 6:09 PM	Kathy Lett		NOV-002	Arlington W&OD Trail Enhancements	I am a frequent user of the W&OD trail, commuting on it in Arlington 2-3 days per week, running and cycling on it for fitness, taking my kids cycling, and walking my dog. I love the benefits that this trail offers, particularly a car-free route for cycling, but I absolutely avoid it on the weekends with my children or my dog because it is too narrow to be a safe option. I support widening the trail and adding separate rights of way for walkers/runners and cyclists to help alleviate this problem. I also support anything done as part of the project to alleviate stormwater problems and flooding (I have several times had to wade through 50 yards of calf deep water pushing my bike along the I-66 sound barrier near East Falls Church--I am sure you know the spot).	Yes
Email	5/24/2020 18:05	Brad Miller		NOV-002	Arlington W&OD Trail Enhancements	Please fund the "Arlington W&OD Trail Enhancements" sponsored by NOVA Parks. Widening the W&OD trail will greatly benefit bikers and runners because the trail can become very congested, especially during the current COVID pandemic. This will also reduce the need to drive to get around which will provide an environmental benefit. Please please please widen the W&OD trail. It will provide a great benefit to Arlington and its residents!!! Thank you, Brad Miller An Arlington taxpayer	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 17:59	Emily Thomason		FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Good afternoon, I enthusiastically support widening the Washington and Old Dominion trail in Arlington. I've biked here and dual pathways would make it safer and easier to bike and walk, especially given social distancing needs. I'd also encourage the County to consider widening the Mount Vernon trail. I use this trail daily to get to work (I work in Arlington) and it's crowded (especially during rush hour). I struggle to maintain appropriate distances from people biking and (especially) walking.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	PWC-016	Summit School Road Extension and Telegraph Road Widening	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	LDN-016	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	LDN-018	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	LDN-017	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road (Route 621)	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	LDN-019	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	FFX-101	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:50	NVT Alliance via Jason Stanford	22106	PWC-015	Construct Route 28 Corridor Roadway Improvements	We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever. To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities. In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.	Yes
Email	5/24/2020 17:41	Robert Kraig		ARL-015	Rosslyn Multimodal Network Improvements	I would like to comment in support of the following three projects. Please fund and complete these as soon as possible: W&OD trail enhancement in Arlington Pedestrian connection from Crystal City to the airport Multimodal improvements in Rosslyn Before coronavirus, Arlington's streets were jammed with cars every day. They cannot support any more cars. To enable future growth in Arlington, it is essential that we plan for a future that enables many trips to be taken on foot or bike. Each of these projects is a major step toward achieving that goal.	Yes
Email	5/24/2020 17:41	Robert Kraig		ARL-014	CC2DCA Intermodal Connector	I would like to comment in support of the following three projects. Please fund and complete these as soon as possible: W&OD trail enhancement in Arlington Pedestrian connection from Crystal City to the airport Multimodal improvements in Rosslyn Before coronavirus, Arlington's streets were jammed with cars every day. They cannot support any more cars. To enable future growth in Arlington, it is essential that we plan for a future that enables many trips to be taken on foot or bike. Each of these projects is a major step toward achieving that goal.	Yes
Email	5/24/2020 17:41	Robert Kraig		NOV-002	Arlington W&OD Trail Enhancements	I would like to comment in support of the following three projects. Please fund and complete these as soon as possible: W&OD trail enhancement in Arlington Pedestrian connection from Crystal City to the airport Multimodal improvements in Rosslyn Before coronavirus, Arlington's streets were jammed with cars every day. They cannot support any more cars. To enable future growth in Arlington, it is essential that we plan for a future that enables many trips to be taken on foot or bike. Each of these projects is a major step toward achieving that goal.	Yes
NVTA Website	5/24/2020 5:37 PM	Ron Christopher	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I do not agree with the Van Buren Road project, as it will negatively affect the homeowners in the area. It will bring too much traffic and congestion into our area, and lower home values. Please do not move forward with it. --	No
NVTA Website	5/24/2020 17:35	Amber Christopher	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I object to the Van Buren Road Design Project, as it will create major congestion through our community. I am amongst the many homeowners here that do not desire it. Please do not move forward with bringing this unnecessary congestion and disturbance to our community. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 17:14	David Howell		NOV-002	Arlington W&OD Trail Enhancements	The NOVA Parks funding application to widen a 2-mile segment of the multi-use W&OD trail west from Carlin Springs Road raises a number of serious concerns and questions. The two-page document now available as part of this consideration is illustrative in its presumptions and lack of meaningful information about a range of critical considerations, including consultative process, establishment of need, environmental impact, and overall benefit to Arlington. Below are some comments and questions that I respectfully asked be considered with regard to this project: 1. The public document describes in basic terms the trail enlargement goals, including wider paths and multiple paths. However, the project timetable indicates that about $650K of the requested funding would be needed in 2024 for design, engineering and other pre-construction work. There is no indication of what activity would be pursued between 2020 and 2024. What is intended to happen during that period? 2. The public document provides no information about current or projected need for the widening of trails, with the exception of the easing of a few pinch-points and repeating the known fact that the trail does connect with other trails and streets with bike lanes. What data has been collected to support the project? What analyses and projections have been made about future need? What assumptions are used in any analyses? What user survey information has been collected? What feedback has been obtained from professional staff of member jurisdications? Are any of these findings available to the public? 3. Without the data in item 2, the public cannot understand or accept design options or decisions, including the a priori declaration of basic design specifications used in the currently available document. The initial paragraph describes expansion of a 12' wide trail to a total of 20' in some areas, with buffering in between, and expansion to 16' in other areas. Are these generic design standards for some kinds of trails that serve as a placeholder? Or, are they supported by analysis of need? 4. Considering the a priori design specifications listed, the work to be funded in 2024—design, engineering and environmental—would seem to be how to execute the basic expansion plan already determined. Yet, all of those types of work will have serious problems to address precisely because they are obviously not pre-decisional, they are merely to carry out plans. 5. There are serious problems with the initial proposal—not because there are no needs at all to support safe multi-use trails—but because the degree of expansion is not supported by evidence of need AND the degree of expansion as proposed will have extensive and serious impacts on the natural areas along the trail. Public policy decisions should optimize benefit while avoiding, or at least mitigating, negative impacts from both the change as well as the process of executing the change. 6. This project is, for topographical and historical reasons, an alignment of right of way and riparian bed. It is environmentally sensitive, particularly for stormwater and erosion. Closely related to this is the sensitivity of the adjacent natural resources and the ecology of the Four Mile Run section involved. The type and extent of impact, and the options for mitigation, depend on the design. Yet, it seems that without any preliminary analysis, the basic design parameters have been determined even before the funding decision is to be made. 7. This situation may be partly a result of the funding process itself. NOVA Parks may actually believe that the 20' and 16' segments are needed, or may believe that some improvements are needed but hasn't determined exactly what. Yet, in order to apply for funds adequate for any reasonable trail project, they have justified the funding request with these extreme dimensions. 8. Either scenario begs the question of what is the factual basis for proposing these particular dimensions. Generic, multi-use path specifications for urban areas? Site-specific study? 9. And, either scenario begs the question of what NOVA Parks plans to do on this project between 2020 and 2024. 10. The project description is an inadequate justification to be supported by public funds. Yet, the funding cycle requires addressing this project soon. 11. The most effective way to approach this is for members, in consideration of the project, to consider two requirements, and communicate them to NOVA Parks as part of proposal review and as conditions on funding. First, that the proposed dimensions cited for the path are not approved, desired, nor expected. The final trail modifications should be determined after a broad scope analysis process that takes into account safety, volume, environmental impact, the multiple purposes of the trail (not just for commuter bikes, but for observation places) and the quality and nature of the parks through which it runs. Second, that the four-year period between project decision and execution must be used to accomplish a variety of analyses of current use, future potential use, user preferences, compatibility with current and future planning documents for Arlington. Likewise, a parallel effort should be made to combine whatever trail improvements might be justifiable with improvements and protections for the local ecology, including the Resource Protection Areas impacted as well as the broader impacts of both the construction process and the ultimate impermeable surface expansions. 12. Grant conditions will also enhance the likelihood of meaningful and transparent public engagement between the funding decision and the design phase. The process over the past year has not been at all reassuring in that sense, perhaps in part because there have now been two steps that are driven not by project design but by funding decisions. A full and receptive public engagement, coupled with transparent, fact-based justifications for proposed dimensions and features, will be needed to ensure an appropriate project result and public support for it.	No
NVTA Website	5/24/2020 17:04	Arlington County Urban Forestry Commission via Phil Klingelhofer	22203	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: Dear NVTA Members, On behalf of the Arlington County Urban Forestry Commission (UFC), that opposed the proposed trail widening along Four Mile Run in Arlington County in comments before the County Board last fall, I want to share those comments with you, since the reasons for our strong opposition remain valid: NOVAPARKS W&OD TRAIL WIDENING RESOLUTION UFC COMMENTS November 19, 2019 County Board Meeting Phil Klingelhofer, Chair of the Urban Forestry Commission. Re: NovaParks W&OD Trail Widening Resolution Good evening, and thank you for giving me this time to speak. On behalf of the Urban Forestry Commission (UFC), I request that consideration of the NovaParks W&OD Trail Widening Resolution be postponed until after information on this proposal has been shared with the public and then fully discussed by the community and the Board, because of the potentially substantial impact it will have on the park. The Urban Forestry Commission, and other commissions, should have an opportunity to review the proposal before it is discussed by the Board so we can have time to make informed recommendations, as is our charge. This may delay the process, but would allow various citizens and groups to review the substance of what is being proposed. The UFC has not had the opportunity to formally discuss this proposal in depth or even learn the details, since this was first announced as a County Board meeting consent item just over a week ago, as our November meeting is scheduled for Thursday, but there are several substantive concerns raised by commissioners individually. The proposed widening and splitting of the trail is substantially greater than any recent plans we have seen, even though the specific plans have not been shared. Such a transformation and broadening of the trail would potentially change the character of these areas, allowing transportation paths to dominate the park space as opposed to being a component of the park space. It is, in fact, putting a multilane highway for bikes right through the middle of a park. Undoubtedly, the construction process and a significantly wider trail will have some impact on trees and other desirable vegetation. Has this been quantified, especially with regards to mature trees along the trail? How many existing trees will be impacted, and especially how many larger trees, say over 12" DBH (Diameter at Breast Height), will potentially be killed by project? There are also other environmental impacts that should be considered, including a significant increase of impervious surface from new pavement immediately adjacent to Four Mile Run and soil compaction due to the construction process. Is there a plan for planting new trees along the route, to help capture the storm water that the additional paved surface will direct towards Four Mile Run, and in those areas where trees cannot safely be planted, will native meadows and other new plantings be used? No such plans have been reported publicly thus far. Another concern has to do with the proposed future public engagement that is noted in the manager's report. If the resolution will essentially approve of the intent and funding for these transportation changes then I am not sure what that public engagement would accomplish, and I fear it would be seen in a cynical light if the major decisions have already been made. If the Board feels the need to approve the resolution now then we would at least appreciate discussion and clarification on the purposes of the future public engagement process. And does anyone really think that a wider smoother trail will restrain the speed of cyclists and make the trail safer for all? That seems counter to our daily experiences. In any case, these are all issues that we believe should be discussed. If the Board feels the need to approve this resolution now then we would urge the following be included: 1) Require a survey of existing trees and other natural resources and identify those likely to be damaged or removed as a result of construction,	No
NVTA Website	5/24/2020 4:48 PM	Rod Fulp	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Just learned today that the Van Buren Road project North was even being discussed. I went on my HOA website for info about yard waste and someone in our community had posted info about today being the deadline to comment about the project. When we purchased in 2016 we were told there was a 25 year moratorium on this project. Because of the short notice, I don't have time to find and review all of our documents to confirm this. I'm surprised that we have not been notified that this was even being considered since it directly affects us and everyone in our community. I would have questions about the impact and would like the opportunity for us and everyone that would be affected to be able to understand the details. Rod Fulp	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 16:32	Mara Olguin	22202	ARL-014	CC2DCA Intermodal Connector	Please see attached letter. Thank you. As a property owner with significant holdings in Crystal City and Pentagon City, I am writing to support funding for two critical projects that will have a transformative impact on the connectivity, mobility, and economic competitiveness of the entire region: the CC2DCA Intermodal Connector (ARL-014) and the VRE Crystal City Station Improvements (VRE-011). These projects are a pivotal cornerstone of the new National Landing neighborhood—creating the country's first innovation focused region, anchored and connected to a major airport, transit and commuter rail. These projects create an ecosystem that not only supports employment needs, and business travel, it creates a new global model for transportation hubs that can be fully integrated into vibrant, walkable communities. We believe that these projects will not only help ignite economic vitality for the region, it will support broad sustainability goals and reduce congestion in a rapidly growing area by encouraging mass transit versus car travel to Reagan National Airport. For decades, Crystal City, Pentagon City, Potomac Yard, and Reagan National Airport have been fragmented destinations isolated from each other by barriers. With the Virginia Tech Innovation Campus, the Amazon HQ2 development in Pentagon City and Crystal City, and significant residential and retail development underway, we have a singular, once-in-a generation opportunity to knit these pieces together to create a world class region and economic engine. With Amazon's HQ2 hiring underway and Virginia Tech's campus planning in full swing, I urge you to include the CC2DCA Intermodal Connector and the VRE Crystal City Station Improvements in this year's funding request.	Yes
Email	5/24/2020 16:32	Mara Olguin	22202	VRE-011	VRE Crystal City Station improvements	Please see attached letter. Thank you. As a property owner with significant holdings in Crystal City and Pentagon City, I am writing to support funding for two critical projects that will have a transformative impact on the connectivity, mobility, and economic competitiveness of the entire region: the CC2DCA Intermodal Connector (ARL-014) and the VRE Crystal City Station Improvements (VRE-011). These projects are a pivotal cornerstone of the new National Landing neighborhood—creating the country's first innovation focused region, anchored and connected to a major airport, transit and commuter rail. These projects create an ecosystem that not only supports employment needs, and business travel, it creates a new global model for transportation hubs that can be fully integrated into vibrant, walkable communities. We believe that these projects will not only help ignite economic vitality for the region, it will support broad sustainability goals and reduce congestion in a rapidly growing area by encouraging mass transit versus car travel to Reagan National Airport. For decades, Crystal City, Pentagon City, Potomac Yard, and Reagan National Airport have been fragmented destinations isolated from each other by barriers. With the Virginia Tech Innovation Campus, the Amazon HQ2 development in Pentagon City and Crystal City, and significant residential and retail development underway, we have a singular, once-in-a generation opportunity to knit these pieces together to create a world class region and economic engine. With Amazon's HQ2 hiring underway and Virginia Tech's campus planning in full swing, I urge you to include the CC2DCA Intermodal Connector and the VRE Crystal City Station Improvements in this year's funding request.	Yes
Email	5/24/2020 4:17 PM	Karen Keyes	22201	NOV-002	Arlington W&OD Trail Enhancements	I am an Arlington resident and business owner and I support the dual trail expansion in Arlington. I am a regular user of the bike path (I ride almost every day for an hour or more) and I notice an increase use and I notice that serious bikers ride fast and that conflicts with pedestrians, some who have children. Fast bikers do not like to slow down and pedestrians are not always mindful. More space for everyone and better use and safer too. Thank you. Karen Keyes Karen L. Keyes Family Law Attorney and Mediator	Yes
Email	5/24/2020 16:11	Arlington Families for Safe Streets via Mike Doyle		NOV-002	Arlington W&OD Trail Enhancements	I am writing on behalf of the Arlington Families for Safe Streets (Arl FSS) organization in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program. Arl FSS is a community voice for safe transportation for all. To accomplish this, we: * Advocate for infrastructure changes regarding Arlington's Vision Zero program * Advocate for policy changes relating to traffic laws and penalties at the local and state policymaker level * Educate the General Public and the Arlington Public Schools community about street safety best practices for all road users * Work cooperatively with the Arlington County Police Department and County staff to promote safe streets for all vulnerable road users Arl FSS is a newly formed, all volunteer nonprofit organization with an initial membership of about 30 residents as a first launch. Our sister organization, Alexandria Families for Safe Streets was established 3 years ago and has 800 members so we expect Arl FSS will grow over time to a size proportionality larger than the Alexandrian chapter. Many of our current members often use segments of the W&OD Trail because it is deemed to be a safe pedestrian and bike route to many destinations, including multiple Arlington Public Schools, parks, and community centers. The separation from cars makes it one of the most attractive places to bike and walk in Arlington. With the advent of COVID-19 and changes in lifestyle forced on so many residents in our community, the freedom from vehicle traffic has led to congestion on the trails. More people are now using the trail than it was originally designed for years ago. Arlington should be excited by the number of people using the trails to get around Arlington without cars because it is improving their health and further advance our sense of community. Congestion on the trail is particularly dangerous for children, novice bike riders and pedestrians. The congestion makes many potential users feel uncomfortable on the trail. When people are uncomfortable on the trail, they choose other ways to get to their destinations, which often means driving on our neighborhood streets and I-66. Widening the trail will reduce congestion on I-66 and other streets in Northern Virginia. This congestion comes at an affordable price. We support the analysis from your staff that this project would have significant Congestion Reduction Relative to Cost. In addition, widening the trail will allow more people to get around without a car, which will reduce emissions and demand for asphalt elsewhere in the County. In other words, widening the trail will have environmental benefits. Consistent with Arlington's commitment to Vision Zero, widening the trail will improve the safety on this important part of Arlington's transportation network. Widening the trail will make it more accessible to children & adult cyclists, pedestrians, people with mobility issues, and others who are reframing from using the trails because of the congestion today. Funding this project is an early step in a process that has environmental safeguards built in, which will both minimize the environmental burden and ensure that the congestion mitigation and other benefits outweigh any impact. If the trail is not widened, Arlington will need to rethink the bike routes envisioned in the Bicycle Element of the Master Transportation Plan and will need to find more space on roads for safe and comfortable bike infrastructure. This process would involve difficult trade-offs, like reallocating space currently used for parking or travel lanes, or even widening roads. Importantly, this alternative would likely be far more expensive than the current project to widen a trail. Approving this resolution is fiscally responsible.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 4:08 PM	Greg Susanke		NOV-002	Arlington W&OD Trail Enhancements	I heartily support the W&OD Trail dual Trails Plan by NOVA Parks for the six year plan. Greg	Yes
Email	5/24/2020 15:41	Fred Hussain	22026	FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	Six Year Program Written Comment: I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding: FFX-098: Richmond Highway BRT DMF-003: Widen/Relocate Route 1, Brady's Hill Road to Dumfries Road (VA-234) However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025: FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M) LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M) Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule. Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.	Yes
Email	5/24/2020 15:41	Fred Hussain	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Six Year Program Written Comment: I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding: FFX-098: Richmond Highway BRT DMF-003: Widen/Relocate Route 1, Brady's Hill Road to Dumfries Road (VA-234) However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025: FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M) LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M) Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule. Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/24/2020 15:41	Fred Hussain	22026	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Six Year Program Written Comment: I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding: FFX-098: Richmond Highway BRT DMF-003: Widen/Relocate Route 1, Brady's Hill Road to Dumfries Road (VA-234) However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025: FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M) LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M) Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule. Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/24/2020 15:41	Fred Hussain	22026	LEE-008	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road.	Six Year Program Written Comment: I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding: FFX-098: Richmond Highway BRT DMF-003: Widen/Relocate Route 1, Brady's Hill Road to Dumfries Road (VA-234) However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025: FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M) LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M) Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule. Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/24/2020 15:41	Fred Hussain	22026	FFX-112	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road	Six Year Program Written Comment: I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding: FFX-098: Richmond Highway BRT DMF-003: Widen/Relocate Route 1, Brady's Hill Road to Dumfries Road (VA-234) However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025: FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M) LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M) Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule. Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/24/2020 15:41	Fred Hussain	22026	ALX-014	Alexandria Duke Street Transitway	Six Year Program Written Comment: I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding: FFX-098: Richmond Highway BRT DMF-003: Widen/Relocate Route 1, Brady's Hill Road to Dumfries Road (VA-234) However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025: FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M) LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M) Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule. Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/24/2020 3:27 PM	John Wanda		NOV-002	Arlington W&OD Trail Enhancements	I am a regular user of the W & O trail. I walk the trail, and have walked all the way from my home in Arlington all the way to American Dream Way in Reston and back in one day, a total distance of 30 miles. It shows how much I like it. I support the the suggested split for bikers and walkers/runners. As a walker, I am often intimidated and alarmed by kickers who come behind me, often honking loudly, basically frightening me off the trail. The bikers are often aggressive and even when there is no one else in sight, they do honk too loudly and unnecessarily, even when one is keeping on the very edge of the trail. A separate lane for them will do the walkers/runners a lot of good ...	Yes
Email	5/24/2020 15:17	Ellen Mugg		NOV-002	Arlington W&OD Trail Enhancements	I DEFINITELY support dual trials on the W&OD -I use the trail every single day for biking and walking — Ellen Mugg	Yes
NVTA Website	5/24/2020 14:37	Katharyn Bine	22031	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: I’ve been an avid cyclist over the years and I know the section between Roosevelt Street and North Carlin Springs Road pretty well. It can become congested. Pedestrian and cyclist traffic can lead to speed difference issues. May I suggest signage that indicates Pedestrians Have Right of Way, and to Stay Right. Yes, it stinks when I’m in a flow state and there’s a family ahead that is taking up the entire trail… but I also know that children, particularly children on bicycles or tricycles, are unpredictable. They are also a lot of fun to watch. It might also help to add signage for Bike Friendly Streets, where cyclists share a street with motor vehicle traffic but also can travel at top speed. These alternatives would be a lot cheaper and more appealing than paving more of the green space and permeable ground. Thank you for considering these alternatives. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/24/2020 14:33	Paul McMahon		NOV-002	Arlington W&OD Trail Enhancements	I'm email in support of the subject - providing separated paths for bikes and runners/walkers of sufficient width to accommodate current and future users.	Yes
Email	5/24/2020 2:22 PM	Thomas Girard		NOV-002	Arlington W&OD Trail Enhancements	To NoVA Authority, I would be interested in expanding the trails in Arlington, VA so we had more distance on the bike trails. With the pandemic (and without the availability of the high school tracks) it is important to make changes to the trail for cyclists, walkers and runners. I would be interested in additional enforcement of existing rules pertaining to speeding cyclists. As a triathlon cyclist myself I see too many cyclists riding too fast and not stopping for stop signs as well. By the way, what is the timeline for completion of the bridge over Lee Highway on the bike trail at the Arlington/Falls Church border?	Yes
Email	5/24/2020 2:12 PM	Frank O'Leary		NOV-002	Arlington W&OD Trail Enhancements	Aye! Sent from my iPad	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 14:06	Frank Bernheisel	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident living on Shreve Road, I want to indicate my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community traverses the area daily for access to metro and retail. The current poor facilities sometimes force bicyclists and pedestrians into the roadway, which puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. I believe that the intersection of Shreve Road and the W&OD trail with Pinecastle Road and Buckelew Drive is dangerous and needs redesign. Traffic on Shreve Road has been increasing during the time I have lived here, and I expect this trend to continue. Without new facilities for pedestrians and bicycles, residents will be put in danger or forced to drive adding to the number of vehicle on Shreve Road.	Yes
Email	5/24/2020 14:01	Spicer, Suzanne M.	20004	NOV-002	Arlington W&OD Trail Enhancements	I live in Arlington and use the trails a lot. I've thought for some time now that the trails could be expanded to accommodate bikers and walkers. It should make the trails safer and more enjoyable. Thanks for considering my suggestions.	Yes
Email	5/24/2020 1:47 PM	N. Thomas Connally		NOV-002	Arlington W&OD Trail Enhancements	This is an important investment in health and safety. Best, Tom Connally	Yes
Email	5/24/2020 13:40	Terry Belt		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I am a walker. Walking on Arlington's W&OD trail is risky with the Tour de France wannabe cyclists. They must get in their miles and their best times. That is any given day. Now during our public health emergency, we all need to get outside. The trail is a nice place to walk. I want to walk on the trail safely. It is unfair the cyclists own it and are dangerous. Please make a space for walkers like me. This can be done. I will help plant new trees.	Yes
Email	5/24/2020 13:39	mmbranigan .	22201	NOV-002	Arlington W&OD Trail Enhancements	NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Arlington Tree Action Group (ATAG) is a network of citizens working to preserve and grow Arlington, Virginia's urban forest to keep Arlington green and fulfill the Vision stated in the Arlington County's Urban Forest Master Plan 2004 (soon to be revised)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 13:38	Lisa Mackem		NOV-002	Arlington W&OD Trail Enhancements	I am writing in support of the proposal to widen the W&OD Trail in Arlington, as part of the Arlington Master Transportation Plan and Public Spaces Master Plan. I understand that the NoVA Parks wants to widen the W&OD trail and separate people walking and biking where possible, between North Carlin Spring Road and North Roosevelt Street, where it would connect with current projects to widen the Four Mile Run Trail. I support this plan because the W&OD, even before the current pandemic, was regularly congested in this area, which shows that there is significant demand for safe cycling and pedestrian trails. Widening the existing trails would enlarge the area for cyclists and pedestrians, and encourage even more people to use these trails. This use promotes healthy habits and often decreases vehicle traffic, which benefits everyone - not just the pedestrians and cyclists. Objections to the plan that claim that widening the trail will result in destruction of trees and increased flooding in nearby parks are not well-founded. Much of the trail is currently separated from trees and other natural habitat by more distance than the widening would cover, so the project would not have much impact on natural habitat. Similar work shows that this project will likely improve the park's stormwater performance. In a project on the W&OD Trail in Falls Church, which included widening it, NoVA Parks said that it made the land hold more stormwater by including new planting features that absorb more water in less space than regular grass-covered land. The wider trail can help both residents and the environment. Surveys show that Arlington residents want trails like this. The wider trail satisfies reasonable preferences from the people of Arlington, would provide a resource that would promote healthy habits and and environmental benefits. Please proceed with this plan.	Yes
Email	5/24/2020 1:30 PM	Stephen Eid		NOV-002	Arlington W&OD Trail Enhancements	As a frequent user of the W&OD I fully support your plans to improve and expand the W&OD in Arlington.	Yes
Email	5/24/2020 13:32	MARK HAYNES	22203	NOV-002	Arlington W&OD Trail Enhancements	Dear Members of NVTA: The proposed widening of the W&OD Trail in Arlington would be a serious mistake for the following reasons: 1. Although the W&OD trail is used by some as a commuter route, it is used by the vast majority of people as a park and green space. More than doubling the surface area of the existing pavement will fundamentally change the character of the park, decrease the tree canopy, make it hotter in the summer and increase the runoff in to the Four Mile Run - a stream that is already under stress. 2. As many have pointed out, the existing situation is unsafe due to inconsideration of some bikers and the apparent assumption by some that the trail is effectively a high energy exercise venue and/or a high speed commuter route. This is wrong. If those assumptions are allowed by NVTA and the Parks Authority to stand, then widening the trail will only make the safety issues more acute for those bikers who wish to ride at a moderate and safe pace. It will almost certainly prove to be dangerous for the large amounts of pedestrians who will of necessity and regularly need to cross the new high speed bike highway in large numbers. Simply put, the proposed widening and reconfiguration will not improve safety - likely the contrary as it becomes even more velocitized and raceway like. Instead of this expensive and controversial “cure” for the current trail issues, NOVA Parks and Arlington can save substantial dollars, avoid further blighting the landscape with ever more pavement and make the existing situation safer by: 1. Posting safety and speed limit signs; and 2. Havig the area regularly patrolled by Park Officers to enforce and promote a safer culture among trail users. I’m a regular user of this trail and it is false to say that it is overused and insufficient for the existing users. It is unsafe because an aggressive minority of people misuse this park trail. Please do not do not widen this trail. Fix the misuse of the existing trail instead. Thank you. Mark Haynes	No
Email	5/24/2020 1:09 PM	Paul & Gail Ginsburg		NOV-002	Arlington W&OD Trail Enhancements	Dear Sir/Madam, My husband and I are in support of widening the W&OD trail. We love bicycling and have often used this trail, but the traffic continues to increase (which is a good thing) and makes it more difficult for casual cyclists. Any opportunity to enhance pedestrian and bicycle use is a win for reducing air pollution and car traffic. I would hope that as you move forward with the project design, you will take into account any tree loss and include plans to plant new trees (even if in other parts of the counties to offset loss by the trails). It is a difficult balancing act to increase paved surfaces, retain trees as much as possible, yet also provide enhanced pedestrian and bicycling trails. In some parts of the country, I've seen non-paved pedestrian trails next to paved bicycle trails. They are pleasant to walk on and allow water absorption. My best wishes for a successful project.	Yes
Email	5/24/2020 13:06	Beverly Houston	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Safety on Waterway, which runs through the subdivision of Montclair, should be a priority in order to relieve the heavy, unsafe through-traffic that occurs constantly every day on Waterway. Commuters consistently come off I-95 and speed through Montclair using Waterway as a pass through to Hwy 234. PWC police sporadically staff a car with radar, but have said they do not have the manpower to provide the much needed, regular monitoring, even during commuter hours. This project was ‘on the books’ years before the Four Seasons community was built and, if I understand correctly, the builder illegally built on an easement. The residents of Montclair should not have to suffer a continuing unsafe condition by not funding the extremely important, longtime on-the-books two-mile bypass road.	Yes
NVTA Website	5/24/2020 13:02	Barry Buschow	22713	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: Comments supporting the dual trail application in Arlington County There was a reason the W&OD Regional Park was established in 1974. Growing demand for recreational and transportation needs in the growing communities of NVA. As time marches on and populations continue to trend upwards, that need grows ever more important. The success of the W&OD to fill those needs grows with the population. From commuting to personal fulfillment, the W&OD must grow also but now with more modern environmental capabilities such as storm water management and clean air by taking cars off our congested highways. The construction of bridges over our busy highways is one sign of the need to keep people safe as they do commute and recreate. With NVTA grant money planning and design can move forward and with that the public input so dear to “the Arlington Way”. I urge NVTA to award this funding to NOVA Parks so we can be ready for the future. Thanks for your consideration of this application. Barry Buschow -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 1:02 PM	William Ross		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA members -- This is a note coming from myself, serving as a member of the Arlington Park and Recreation Commission (PRC). Because of the suspension of regular meeting procedures, the commission has not been able to meet formally on this topic. You have received and will receive other individual comments from fellow PRC members. Below is the substance of a note that I sent to the Arlington County Board last November when it was deliberating on support for moving the project forward: ".....The potential widening and splitting of trails is substantially greater than any recent plans we have seen to widen trails from say, 8 ft. to 10 ft. In my view, such widening and splitting would potentially change the nature of these areas, allowing transportation paths to dominate the park space as opposed to being a component of the park space. It has been pointed out that for a majority of the proposed path length, there are already two paths that run along Four Mile Run--paths that can accommodate bicycles and pedestrians separately. There are also the environmental impacts that should be considered. And some of us who have used these paths extensively for commuting and recreation for years are still not convinced about the choke points and level of service issues raised by the proposal. There are safety and speeding issues, but I am not sure about how creating wider, smoother bicycle paths will help with these. In any case, these are all issues that we would like to discuss. " I would like emphasize our general concern that the project is overwhelmingly about efficient transportation at the probable cost of other public park functions such as natural resource enhancement and environmental sustenance. If this project is to move forward I urge NVTA and NOVA Parks to heed the language provided by Arlington staff in its own November report to the County board concerning the final design phase: ".....Staff anticipates further follow-up and close coordination between DES, DPR, and NOVA Parks as the project development process moves forward, as there are several challenges that need to be resolved in the final design phase, including conducting an appropriate level of public engagement, balancing the trail widening with impacts on natural resources and trees, meeting recently adopted polices in the Public Spaces Master Plan (PSMP) and the Master Transportation Plan (MTP) Bicycle Element, as well as consideration of flood risk and storm water management. ..... the need for transportation improvements in the area must be considered in parallel with environmental stewardship and flood risk management, particularly with the trail's proximity to the Four Mile Run stream and ongoing stream erosion, expected construction work in floodplain areas, and location within Resource Protection Areas. Moving the trail closer to the stream is a challenge that carries a number of risks on the regulatory, environmental, and fiscal fronts. The area proposed for trail improvement includes locations where emergency stream repairs were completed earlier this year where erosion threatened to destabilize and undermine the trail." Finally, from the Arlington staff report on public engagement: "....Staff expects that NOVA Parks will conduct a public engagement process during the design phase that enables public input both from online methods and in-person opportunities." Public discussion by members of the County Board at their November, 2019 meeting stressed the importance of public engagement. I would expect that such involvement in the design will involve the specific placement of improvements and extent of trail widening. Thank you for your consideration, William Ross, Chair Arlington County Park and Recreation Commission	No
Email	5/24/2020 12:43	Dylan Hrncir		NOV-002	Arlington W&OD Trail Enhancements	Good Day, I am a retired Army veteran living now in Northern Virginia, and would like to express my sincere support for the Arlington W&OD Trail Enhancements, sponsored by NOVA Parks. I'm not sure if there's a more formal way to express how much the W&OD have helped my family and I transition to a new area, but this is an excellent resource and the proposed enhancements will simply help to improve our community and our way of life. Thank you for your time.	Yes
Email	5/24/2020 12:42 PM	Jody Olson	22204	NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members - I am writing to add my support for efforts to expand the W&OD trail in Arlington to include separate bike and walker paths. I have utilized similar trails in Audubon Park in New Orleans and it adds a level of safety and comfort that I do not experience on the W&OD trail. There are so many bikers who travel at high speeds that I do not feel safe having my kids walk or ride their bikes on the trail. Expanding it so there are separate lanes would provide the separation needed to feel comfortable using the trail.	Yes
Email	5/24/2020 12:37 PM	Mary Davis-Williams		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Dear Sir/Madame, As a long-time resident of the Four Seasons community, I strongly disagree with the Van Buren Road North project. The residents purchased homes in this all adult community for the seclusion, serenity, peace and quiet. Approval of this project will add a noise and traffic nuisance coming through our property, reduce our community peace, and lower our property values.	No
Email	5/24/2020 12:24 PM	Caroline Haynes	22203	NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I am writing in strong opposition to the proposed trail widening along Four Mile Run in Arlington County. The proposed widening would fundamentally alter the nature of one of our premier linear parks in Arlington to the biking equivalent of a highway. The proposal to widen the trail would result in a significant amount of tree loss along a sensitive stream valley, and would add a huge amount of additional asphalt and impervious surface. Characterizing this project as primarily an element of the transportation network, without taking into consideration the way the vast majority of Arlington residents view and use this trail as a park, is completely contrary to important environmental concerns and to the community feedback prioritizing our limited natural areas that we heard as part of the recent update of the Public Spaces Master Plan. Likewise, for a significant portion of the proposed widening, there already exist two trails on either side of Four Mile Run. I am especially concerned that the Arlington County representatives on the NOVA Parks Board may not be fully representing the range of views held by Arlington residents. When this issue came up last fall, the Arlington County Board emphasized that there would be a full and transparent planning process before any actions were taken. Continuing to push forward on this application when such an open and transparent process is hobbled by the meeting restrictions from the Covid-19 pandemic does a tremendous disservice to the community. Moving forward on this application undermines the credibility of the NOVA Parks Board and makes a mockery of the promised public engagement process.	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 12:14	Jim Darr		NOV-002	Arlington W&OD Trail Enhancements	I support the W&OD Trail dual Trails Plan by NOVA Parks for the 6 year plan. I've been a trail user since 1980 as a runner and cyclist. The dual trails will represent a tremendous improvement in both safety and enjoyment for all trail users.	Yes
Email	5/24/2020 12:12 PM	Peg Hogan		NOV-002	Arlington W&OD Trail Enhancements	I am writing to urge you to separate walkers and bicyclers onthe W&OD trail. Having walked on this lovely trail this spring but having nearly been struck twice by bikes, I think it's very important to remedy this situation before a serious accident occurs. Thank you for your consideration.	Yes
NVTA Website	5/24/2020 12:09 PM	Jannifer Brymer	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: The Van Buren extention from Cardinal drive to Rt234 in Prince William county is much needed. I have lived in Montclair Virginia since 2004. The traffic has increased dramatically since the advent of online mapping and apps like Waze and Google maps. We receive a heavy load of cars cutting through our neighborhood to reach 234 and I -95. The Van Buren extention would help alleviate that traffic and greatly improve the safety of our neighborhood. --	Yes
NVTA Website	5/24/2020 11:47 AM	TR Bridges	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Montclair is a small but active neighborhood with families trying to enjoy walking, biking, etc but we are endangered being over run with outside commuters speeding. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/24/2020 11:44 AM	L Karen Darner		NOV-002	Arlington W&OD Trail Enhancements	I have lived by the W&OD Trail for over thirty years, and often have used it for bicycling and walking (with my pooch). Right now, more people are using it for family walks than I've ever seen. That may be reduced when and if the pandemic restrictions are released. I would really prefer, at least for now if not forever, for walker/runners and bikers to be on separate trails. If the bikers would remember to yell "On your left/right" before they go around walkers, it would help...immensely! But that won't do in the long run. Safety at home, and on the trails, please. Thanks, Karen Darner,Arlington	Yes
Email	5/24/2020 11:34 AM	Reggie Kouba		NOV-002	Arlington W&OD Trail Enhancements	To Whom it May Concern – I am writing to say that I am in favor of separating the walkers and runners from the bikers of the trail. I am a daily walker in Arlington and I would love the opportunity to use the trails more but honestly at times I find it dangerous when walking and bikers are racing through the trails. Thanks in advance for your consideration.	Yes
Email	5/24/2020 11:33	Dana Bres		ARL-014	CC2DCA Intermodal Connector	Please support the bridge and pathway from Crystal City to DCA. This is a no-brainer for the area. Imagine having a business center (Crystal City) and rail station (VRE) that is walking distance to a major airport! This would be a game changer for both the region as well as helping to reduce congestion at the airport. With respect to the scope, please ensure the project description (and design scope) is for a pedestrian, bicycle, and other non-vehicle traffic. It needs to be envisioned for all non-vehicle modes.	Yes
Email	5/24/2020 11:28 AM	Anne Dunn	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I have lived in the Shreve Road community for many years and have seen what has happened to our neighborhood. It has been neglected by all government bodies in regards to safety, tremendous increase in traffic and for some reason we are expected to just bear the brunt of all the development and expansion of Falls Church City, the Mosaic District, the new entrance to 495 and I-66 and INOVA. I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. We need sidewalks on both sides that are wide and safe. We need a stop light somewhere so the kids and adults can safely cross. This is insane that there is no way for people to cross Shreve without getting killed. Just to walk alongside the road is incredibly dangerous. Please address these circumstances. This road is dangerous and Fairfax County has done nothing in the 20 years I have lived here to address it! PLEASE ADDRESS THIS!!! Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you, Melissa Anne Dunn	Yes
Email	5/24/2020 11:23	Patricia H		NOV-002	Arlington W&OD Trail Enhancements	Greetings the NVTA, I write in support of the NOVA Parks application through Arlington County to separate cyclists and walkers/runners on the trails. I am a resident of Arlington County. The Arlington segment of the W&OD is overcrowded from use, and anyone who has spent time on the trail can see that it is dangerous to have both cyclists and walkers/runners using the overcrowded trail. With Falls Church separating their portion of the trail, it would be safer to continue that separation on the Arlington segment. I hope that you will support this project to improve transportation options in a safe way. Thank you for your consideration.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 11:15 AM	Kimberly & Christopher Hebert	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I strongly oppose the 4 lane Van Buren Project. As much as I believe it's meant to help traffic, I feel it is not wise to build such a large roadway. This doesn't seem to be well thought out. I live in Cardinal Grove and this proposed roadway would likely force many families to move, and mine would be one of them. We built our home in 2015 and watched this neighborhood grow up and complete itself. These are families with MANY children who play outside, ride their bikes, go to the tot lot/playgrounds and go back and forth from Soaring Cir to Fledgling Cir often. This would create such an unsafe travel for these same children. To prove the point, Cardinal is a 4 lane road which PWC provided a bus to pick students up from Cardinal Grove to go to Fitzgerald prior to a boundary change a couple years ago. If PWC Schools thought it wasn't safe for kids to cross at a designated crosswalk, with traffic signals and everything, to get to the elementary school for that close of a school which should have been walking distance had it NOT been a 4 lane. You are now putting those same kids at risk to cross our small neighborhood to get to their friends houses and back home during HIGHER traffic times (after school hours). Also, for another example, Waterway being a 4 lane, and children who walk from the neighborhood across from Henderson Elementary NEED a light at that intersection but apparently it's been reviewed and denied but even with the crossing guard, families who drive their children to school end up having children late even if they left early because of the amount of foot traffic and lack of control to allow those crossing north bound waterway to get to the school entrance. Why those children couldn't get a school bus assigned to their side to safely get them across is beyond me and I know it's not y'alls problem, It's the SAME situation as it is with Fitzgerald but that DOES have a traffic signal. There are other ways to help alleviate Waterway. There is a circle that backs to Cardinal that has a barricade blocking its ability for people to enter Cardinal from it. Well, that's an EASY/CHEAPER fix and another way to get out of the neighborhood from that side. There are already numerous entry points to 234. Minnieville used to be a 2 lane road which it had AMPLE space to widen it which I feel was appropriate and safer as it straightened the curves out and made it less hazardous with more visibility. Van Buren from Cardinal Grove's standpoint DOES NOT have the same area for that and it just isn't practical. Wingspan Ct will likely HAVE to be a right turn only because of how close the entry points to Cardinal and the Fledgling/Soaring entrance and will need U Turn space if a 4 lane is created which will require turn lanes since the excuse for this is alleviating mass traffic. CAN YOU IMAGINE having tot lot playgrounds at the corners of Minnieville and neighborhood roadways getting onto it? That's EXACTLY what Van Buren and Fledgling/Soaring will end up being. We have TWO tot lots and it's RIGHT THERE. Yes, lets promote small children to be in the larger roadways intersections. Let them feel traffic, inhale more pollution and endure traffic sounds/accident crashes, more distracted driving accidents?!?! It's already hard to hear parents yell at their kids when going for walks on Cardinal or the kids' trying to understand what the parents are saying. How could a child potentially HEAR their parent warn them of danger if they were being their normal oblivious selves and got into the danger zones? You are essentially telling the parents and children they are no longer allowed to play ball on the small areas allowed for them to do just that. Soccer ball being shot across 4 lanes... Yup, that'll go over REAL WELL! Baseball? Football? Lets just take away the children's playgrounds! Lets coop them up and reduce mental growth. If you hadn't noticed, the generations are getting dumber as the technology is getting smarter. Trying to get kids to get out and play is harder and harder as it is for parents who are TRYING the best they can to promote it. You are taking that safety away with opening it up to the masses of transit. You've also already got massive danger zones at the intersection of Cardinal and Benita Fitzgerald/Van Buren as it already is. There have been a NUMBER of accidents at that intersection alone. I can't honestly tell you how many CLOSE CALLS I've had at this intersection due to the nature of the drivers ignoring proper road etiquette of blaring red lights and set speed limits. This region has a lot of "me first" drivers and this is a very dangerous mix as it is. Our neighborhood already is fighting the issue of speeders entering and exiting Van Buren from/to Cardinal in the small space Van Buren is at this end. They DO NOT abide by the speed limit signs. They DO NOT abide by stop signs. Again, this is in our neighborhood so these people are also our problems on top of adding in the other population	No
Email	5/24/2020 11:10 AM	Carol Fontein		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. The trail is overcrowded and not safe, especially with the added danger of covid. Once Falls Church has widened their portion, Arlington needs to do the same and we should begin preparing for that now. Supporting bicycle transportation is something Arlington has long been behind - please extend that support to widening the trail.	Yes
Email	5/24/2020 11:08	Laura Saul Edwards	22207	NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, The proposal to create separate and distinct lanes for cyclists and walkers/runners on the Arlington County portion of the popular W&OD Trail is a win-win for ALL users. Crowding on the W&OD Trail is a testament to its popularity, and overall a good problem to have. Attempt to peddle or perambulate on the trail, and you will experience the crowding for yourself. Separate lanes will enable all persons jogging, walking, or cycling on this lovely trail to do so without fear of running into one another and possibly hurting on another, as is now the case. Separate lanes will enable better management of the different types of traffic on this beautiful but crowded trail. Whether you ride a bike or enjoy the trail on your feet, no users of the trail will lose access to it under this proposed upgrade. Indeed, the guarantee of safer usage made possible by adoption of this proposal could increase use for recreational, fitness and transit purposes and in the process contribute to reduced carbon emissions in our community. I am confident that concerns about the environmental impact of the project, such as an increase in storm water runoff, will be addressed in a responsible manner to ensure this project does not adversely impact our community's natural resources, infrastructure, commercial and residential sectors. For these reasons, I wholeheartedly support dual trail expansion in Arlington County. Thank you for taking my support into account as you weigh the factors and decide how to proceed with the proposal for a dual expansion of the W&OD Trail in Arlington County. Your work is appreciated.	Yes
Email	5/24/2020 11:06 AM	Steven Masters		NOV-002	Arlington W&OD Trail Enhancements	As a cyclist who frequents the trail daily to commute to work, some areas of the trail can use side by side trails. I endorse the idea of 2 trails in that this areas usage of the trails has increased dramatically the past few years and the cars sure don't want to give up and roads to cyclists or joggers.	Yes
Email	5/24/2020 11:04	Darren Buck		ARL-014	CC2DCA Intermodal Connector	I am writing to express conditional support for the CC2DCA bridge project. This project will provide a substantial upgrade to nonmotorized connectivity. However, I am concerned that the project only references pedestrian and foot traffic in the project description, while only tangentially referencing bicycle and micromobility modes, with a bicycle icon and vague jargon like "intermodal." As a local resident, and frequent user of DCA, I will be riding a bicycle across the substantial span of the proposed bridge, particularly if it incorporates a connection to the Mt Vernon Trail. If the bridge is not planned, designed and engineered from the beginning to incorporate the separate needs of pedestrians and bicyclists, then it will be a compromised and potentially unsafe project for both. We should not be planning such an ambitious and transformative project as a compromise from the start. Please make explicit in the project scope that this connection will be planned, designed, and engineered with bicycle & micromobility uses as co-equal modes.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 10:52	Michael Duncanson		NOV-002	Arlington W&OD Trail Enhancements	Hello: I would like to voice my support for widening the W&OD trail. The trail is a popular trail and thus gets crowded easily. Widening it will allow for better use. Best,	Yes
Email	5/24/2020 10:44	Miriam Miller		NOV-002	Arlington W&OD Trail Enhancements	I am so very much for this. I live in Arlington 22207. It is my practice to walk every day on public sidewalk. I listen to my radio when I walk and often a biker--could be adult or youngster -has -come from behind and you do not hear them. Lately with my Face mask on a family split up mother and 1 son-biker went in the street and the youngest biker must have decided not to get in the street and came from behind and startled me- -I wobbled for a second and was so glad I did not fall--I 've a bad age ---I am sure gorgeous trails Arlington has--attracts other walkers with their radio on, maybe hard of hearing, or others not alert as they should be. A biker getting a good ride----can get injured trying to avoid hitting a mis-stepping pedestrian. Please play it safe for both the bikers and the pedestrians	Yes
Email	5/24/2020 10:39	Mallory Scott		NOV-002	Arlington W&OD Trail Enhancements	As an Arlington resident and trail user, I strongly support dual trails!	Yes
Email	5/24/2020 10:36 AM	Darren Buck		NOV-002	Arlington W&OD Trail Enhancements	I am writing to express my support for the trail enhancement project funding application by NoVA Parks. This project will substantially lessen conflicts between trail users, and is a substantial safety, comfort, and usability upgrade for all trail users.	Yes
Email	5/24/2020 10:35	Paul Baldino	22046	NOV-002	Arlington W&OD Trail Enhancements	Please accept this statement of support for NOVA Parks' Arlington W&ODTrail Enhancement grant. Some of the many reasons to fund this project include: * The ever-increasing use of the trail has resulted in congestion and safety concerns, making it less attractive to all, but particularly people with mobility issues and families with children. * The widened trail would provide dual paths to separate walkers and cyclists. * Reduced congestion and improved safety will encourage travel on the trail instead of driving on I-66 and area streets. * The design of the improved trail will comply with state and federal environmental rules and be closely coordinated with Arlington County staff to address stormwater mitigation and tree preservation issues. Thank you for your consideration. Paul Baldino Falls Church, VA 22046	Yes
Email	5/24/2020 10:35	Avi Gray		NOV-002	Arlington W&OD Trail Enhancements	Hello, I am a long term resident of Northern Virginia and am in total support of funding Arlington W&OD Trail Enhancements program. Please vote to move forward with funding this initiative. Thanks	Yes
Email	5/24/2020 9:57	William Koerner	22201	NOV-002	Arlington W&OD Trail Enhancements	I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers on Arlington trails. Even without the Pandemic, trails have become too crowded for safety without the separation. Thank you Bill Koerner	Yes
Email	5/24/2020 9:51 AM	John Armstrong		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 9:50	Thomas Nelson		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 9:48	jrarmstrong		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
NVTA Website	5/24/2020 9:34 AM	Tiffany Ruecker	22025	Other	Other	I support the construction of the new road. --	Other
NVTA Website	5/24/2020 9:31	Jay Mariani	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I'd like to comment and show support for the Van Buren Road North Extension: Route 234 to Cardinal Drive" project. In my 20 years living in Montclair I have witnessed a huge increase in traffic and speeding along Waterway Drive, though the number of homes or residents has not made that much of an increase. This project would create relief from congestion when Route 1 and I-95 become clogged, reducing impact on the neighborhoods. --	Yes
Email	5/24/2020 9:18	Russell Stubbs		NOV-002	Arlington W&OD Trail Enhancements	I wanted to email to give my support for the 'Arlington W&OD Trail Enhancements' - My young family and I are moving to Arlington Ridge by 4-mile run next month. We currently use the W&OD trail every single day, riding our bikes, walking and running with our daughter near Sterling, VA. The trail is truly great and we only plan to use it more when we move to Arlington. Even out in Sterling, we have noticed how crowded the trail can become because so many people like to use it. I believe that it will be a great benefit to the community to widen the W&OD trail. Thank you very much for your engagement with the community and sponsoring projects like this.	Yes
Email	5/24/2020 9:11	Connor Stemple		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 9:07	Corey Faherty		NOV-002	Arlington W&OD Trail Enhancements	A wider trail means fewer cars on the roads. Nowhere do we get as good of a bank for our buck as we do widening the well-used W&OD.	Yes
Email	5/24/2020 8:47 AM	Justin Wilt		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington (and elsewhere if possible) to reduce pedestrian / cyclist issues and improve traffic flow on the trail.	Yes
Email	5/24/2020 8:43	Karl Laubacher		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 8:38	Zack DesJardins	22203	NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/24/2020 8:35 AM	Christopher Chern	22203	NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/24/2020 8:33 AM	Jim Sandlin	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Norther Virginia Transportation Authority (NVTA) I am writing to request your favorable consideration of the West Falls Church Access to Transit and Multimodal Connectivity application, in order to address a serious public safety issue. I am part of a large neighborhood for which the intersection at Gordons Rd and Shreve Rd is the natural and only reasonable crossing point for pedestrians going to and from the W&OD multi-use trail and the Poplar Heights swimming pool. Although state law gives pedestrians the right of way at the intersection, vehicular traffic tends to pay insufficient attention to pedestrians attempting to cross Shreve road at that point. I do not think that it's unreasonable to wait a short while for a limited number of vehicles to pass, but during morning and afternoon rush hours it is often virtually impossible to cross Shreve Rd without risk of being struck by a car. This situation, i.e., uninterrupted car traffic on Shreve road near Gordons Rd, will become even worse, expanding to all hours of the day, with the commercial and residential development taking place just beyond the other side of Route 7, on Haycock Road. In addition to pedestrians attempting to cross Shreve Rd at its intersection with Gordons Rd, the intersection is also used by cyclists, often consisting of families with young children, each on their own bike, which is probably even more dangerous than walking holding hands. For the stated reasons, request you give favorable consideration to the West Falls Church Access to Transit and Multimodal Connectivity application. James W. Sandlin, Jr.	Yes
Email	5/24/2020 8:20 AM	Jane Green		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington on the W&O trail. When I lived in St. Louis, I used the dual trail around Forest Park as both a runner, walker, and cyclist. It was incredibly beneficial to have dual trails for different uses and speeds.	Yes
Email	5/24/2020 8:15 AM	Amy Smith		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
Email	5/24/2020 7:50	davidevans	22206	NOV-002	Arlington W&OD Trail Enhancements	Just a very quick email to urge you to support dual trail expansion in Arlington. Separating bikers from walkers and runners makes sense in terms of safety, especially given the real possibility of increased crowds using our trails.	Yes
Email	5/24/2020 7:46 AM	Michael Lynch		NOV-002	Arlington W&OD Trail Enhancements	I, Michael Lynch, support dual trails in Arlington	Yes
NVTA Website	5/24/2020 7:45 AM	Lucille Selfridge	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: The 2 mile extension of Van Buren Rd is estimated to cost at least $80M. A better use of the funds would be to widen the existing Rt 1 rather than disrupt three residential communities to create a new road. The area where the road would be built is heavily wooded and is a home to wildlife such as rabbits, foxes, deer, and a variety of birds. --	No
Email	5/24/2020 7:29	Sumesh Nair		Other	Other	As a resident of Ashburn- VA, my request is to widen the trail. So that people can run and bike without causing crowding.	Other
NVTA Website	5/24/2020 7:07 AM	Edward Zick	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please complete the benita Fitzgerald 234 connector as promised. There is no reason for delay. Lives are being put at risk. --	Yes
Email	5/24/2020 6:54 AM	Michael Cooper	22204	NOV-002	Arlington W&OD Trail Enhancements	ArlCo: Please register my support for W-O&D expansion to create room that separates walkers/joggers from bicyclists & allow increased, multi-modal transportation and facilitate more people to enjoy the natural surroundings the trail has to offer. Thank you, Michael Cooper	Yes
Email	5/24/2020 6:47 AM	Syed Ahmad		NOV-002	Arlington W&OD Trail Enhancements	Hi, I live in Arlington and would like to voice my support for creating a separate path for walkers/runners from bikers on the W&OD trail. I realize there is an expense and environmental impact, but honestly, I think COVID-19 has demonstrated that we need to be prepared to spend more time outdoors. If we are going to be out on the trail more, then it is prudent for safety reasons to create a new path -- not only to avoid accidents between the two groups, but also to allow easier physical distancing. Thank you for your consideration; please let me know if you need any further information.	Yes
Email	5/24/2020 6:09	Mark Warno		NOV-002	Arlington W&OD Trail Enhancements	NVTA: My comments apply to the proposed Arlington W&OD Trail Enhancements. I am strongly in favor of funding this project to ensure the W&OD can continue to meet the needs of the wide variety of users of this invaluable resource. During peak times the W&OD is very crowded, to the point that some users are avoiding the W&OD and using surface streets for their bicycle commute, daily fitness activities or other family activities. The DC region needs to aggressively expand alternative transportation methods and funding the Arlington W&OD Trail Enhancement is a project which is needed and urgent.	Yes
Email	5/24/2020 4:10	Jennifer Toothman		NOV-002	Arlington W&OD Trail Enhancements	I support widening the trail and hope other parts will be widened _____	Yes
Email	5/24/2020 12:58 AM	Patricia Haman		NOV-002	Arlington W&OD Trail Enhancements	Hello, I live in Arlington, VA and I am writing to say ?I support separating cyclists from pedestrians. While many cyclists are polite, more than a few are not. As a pedestrian, it is getting harder to relax and enjoy a walk with people whizzing by at dangerous speeds and bellowing at you to get out of their way. Why are they more important than I? Thank you for your consideration. Patricia E. Haman	Yes
Email	5/24/2020 0:45	Fatima Argun		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members,	Yes
Email	5/23/2020 9:40 PM	Richard Bullington-McGuire		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
Email	5/24/2020 0:03	David Ozgo		NOV-002	Arlington W&OD Trail Enhancements	Hello. I am an Arlington resident who uses the bike path a lot. I support the above as the path is increasingly crowded and as a result becoming dangerous for both bikers and walkers on the same narrow path. Thank you.	Yes
Email	5/23/2020 11:37 PM	Meg Embarq		NOV-002	Arlington W&OD Trail Enhancements	No comments in the email	Other

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 11:19 PM	Kathleen Phillips	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Strong support for the Van Buren Road extension in PWC. It has been part of the comprehensive plan and should be completed as planned. Growth is area is still occuring and infrastructure needs to accompany that growth. --	Yes
NVTA Website	5/23/2020 22:35	Ronald Koontz	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm expressing concern over spending over $80 million for a two mile road regarding the Van Buren Rd. North project. With this very high estimated cost it should be necessary to at least conduct a new traffic study to determine whether or not this road will save commuters more than five minutes driving time. There are new housing developments and traffic lights that have added new delays to this round-a-bout method in avoiding two miles driving South on I95. This new route would probably only be used a couple times a year and would not provide any time savings for commuters. --	No
Email	5/23/2020 22:12	Patricia T. Darneille		NOV-002	Arlington W&OD Trail Enhancements	I am writing in support of the proposal to separate walkers and joggers from those on bicycles. I understand that Falls Church has initiated a project that will have the W&OD trail made wider so both types of exercisers - bicyclists and walkers/joggers - can use the trails but be separated and much safer. This makes so much sense to anyone that has ever utilized the trails. Arlington County promotes the use of the trails as one of our many amenities in the county. They also encourage residents to get out and exercise and enjoy the outdoors. However, this can be dangerous having both sharing the same path. I have frequently been out walking and have nearly had a bicyclist run in to me from behind- no warning at all. I understand also that there have been quite a few close calls and accidents involving cyclists and walkers/runners. So I strongly support and urge the NoVa Authority to consider the proposal to separate walkers/runners from bicyclists both in the interest of safety and for the increased enjoyment of all those using the trail. Patricia T. Darneille Vice-President, RAFOM	Yes
Email	5/23/2020 10:10 PM	Anthony Gocek		NOV-002	Arlington W&OD Trail Enhancements	Hello, I'm writing to let you know that I'm happy to hear this is being considered and that it is a worth while project. The trail is always very congested in Arlington and enhancing the path would create a safer environment for all who travel on it. Please move forward with this work and upgrade the W&OD bike path through Arlington. Thank you for your time.	Yes
Email	5/23/2020 22:10	Lora Ferguson		NOV-002	Arlington W&OD Trail Enhancements	As a frequent walker on the W O andD trail, I feel there is a real need for a separation line between bikers and walkers or runners. Lora Ferguson	Yes
Email	5/23/2020 21:56	Connie Rydberg		CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA - Here is a letter of support for the two Falls Church Transportation projects under consideration: West Falls Church Connection to W&OD Trail project and Downtown Falls Church Multimodal Improvements project. The letter was written by my son, Nikhil Kapadia, with a little help from me, his Mom. He is a Kindergartener at Mt. Daniel Elementary in Falls Church, 6 years old, and loves to ride his bike. He's excited that these two projects would make it safer for him to bike around Falls Church.	Yes
Email	5/23/2020 21:56	Connie Rydberg		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA - Here is a letter of support for the two Falls Church Transportation projects under consideration: West Falls Church Connection to W&OD Trail project and Downtown Falls Church Multimodal Improvements project. The letter was written by my son, Nikhil Kapadia, with a little help from me, his Mom. He is a Kindergartener at Mt. Daniel Elementary in Falls Church, 6 years old, and loves to ride his bike. He's excited that these two projects would make it safer for him to bike around Falls Church.	Yes
Email	5/23/2020 9:08 PM	Rose Marie Fructuoso		NOV-002	Arlington W&OD Trail Enhancements	I support this. Thank you.	Yes
Email	5/23/2020 21:04	McDonald, Laura	20036	NOV-002	Arlington W&OD Trail Enhancements	Hello, I am writing to support dual bike/pedestrian paths on the W&O trail. As someone who has run on it with my dog and someone who has biked on it, I think this would be a big safety improvement for everyone. If it can be done without paving too much, please look into making this change.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 21:00	Charles Wilde	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Politics is the art of doing the most good for the most people while not forgetting the little guy. I believe that the essentially political decisions of NVTA can and should use this principle in addressing Project PWC-025. In this case, a "win" for Montclair, Mr. Peterson, Four Seasons (my home)/Copper Mill/Cardinal Grove, and Prince William County as a whole is possible. The current project violates the principal and should not proceed at this time. Let's see if we can first envision an overall solution to building Van Buren extension. After that I suggest how to pay, recognizing that costs are exceedingly important. But that is no different than on any road project---especially one that we expect to be in service for over 50 years. In that timeframe near-term costs become less significant than long term benefits. I suggest a consensus that would meet the principal of doing best for most without forgetting the little guy would be based on the following: a. Move the road design as close to I 95 as possible. b. Include sound walls. c. Based on a traffic study, build a proper traffic interface with VA 234. d. Restrict 18-wheeler traffic (i.e. no thru trucks) to lower noise and prevent circumventing the weigh station. e. Restrict clear-cutting of right-of-way to the maximum extent to protect habitat f. If needed, acquire currently vacant land through condemnation. This approach costs significant $ that are probably not currently available. But what a victory this would be for all parties---all of whom stand to lose if the current approach is taken. 1. PWC wins because access between north and south county is improved for the long term. 2. Montclair wins because traffic may be reduced on Waterway and safety at elementary school crossing will improve. 3. Mr. Peterson wins because he gets to build, sell, and make a profit. 4. Four Seasons wins because maximum sound mitigation will be implemented. So how to pay for what should be built? The answer is a redesigned project that benefits all parties over the very long life of the road. Logically this is a bond project that could be augmented with state-controlled road funding. I am not a funding expert or a legal expert. I do suggest that the approach I am proposing will fulfill the goal I first mentioned---do the most good for the most people but don't forget the little guy. All it takes is political will. Let's do it right! Thank you for your attention,	No
NVTA Website	5/23/2020 8:55 PM	Elizabeth Kirby	22207	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: That such a project is being proposed is indicative of an overpopulation problem. That a park or trail is being turned over to NVTA is scary. The land loss and increase in possible flooding says the balance of land use and population is out of whack. Maybe the County should state that adding population is its main goal and tangible environmental concerns really don't matter. This proposal should be rejected. I believe a close look should be done by the County on the viability of its goals, what has priority and why. Thank you for considering these thoughts. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 8:35 PM	David Patton	22205	NOV-002	Arlington W&OD Trail Enhancements	I am a user of the W&OD and an amateur naturalist. I am for the enhancements.	Yes
NVTA Website	5/23/2020 20:33	Anh Sigmon	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please do not go through Montclair. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 8:30 PM	Larry Huffman	22205	NOV-002	Arlington W&OD Trail Enhancements	Hi, I am writing in support of the Arlington W&OD Trail Enhancements project.	Yes
Email	5/23/2020 20:13	Anu Gupta	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Dear Nova Authority, I strongly support the Downtown Falls Church Multimodal Improvements Project. For me this is an issue of gender and social equity. I, and other women, children, and minorities like me, use Park Avenue as a key commuter corridor by bike or foot. Improving the safety of this corridor will have social and economic impacts for a broad, diverse, and underserved community.	Yes
Email	5/23/2020 8:10 PM	Todd Christenson	20170	NOV-002	Arlington W&OD Trail Enhancements	I am writing in full support of the W&OD trail widening project. This is a public resource of great value which is strained by overuse and crowding. The needs of walkers, runners, bikers are difficult to reconcile as presently constructed, and indeed can present dangerous conditions to slower moving users. Widening the trail will help ensure safe and healthy recreational opportunities for the many residents of northern Virginia.	Yes
Email	5/23/2020 20:05	Emanuel Rouvelas		NOV-002	Arlington W&OD Trail Enhancements	I Support Dual Trail expansion in Arlington separating bikers from runners/walkers. Thanks for your consideration.	Yes
Email	5/23/2020 19:59	Lester Benitez		NOV-002	Arlington W&OD Trail Enhancements	Wider trail	Yes
Email	5/23/2020 19:54	EJ Palanzo	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 19:42	Van Kirk, Robert	22207	NOV-002	Arlington W&OD Trail Enhancements	To whom it may concern: I write in support of the dual trail expansion of the W&OD trail to create separate biking and walking/jogging trails. As a user of the trail, I have seen firsthand some of the dangerous interactions between bikers and walkers. It would make sense, and make non-carbon commuting more feasible, to separate the trails. Thank you.	Yes
Email	5/23/2020 19:39	michael beatrice	22207	NOV-002	Arlington W&OD Trail Enhancements	To Whom It May Concern: I wholeheartedly support this initiative. With the increased use of these trails, aggressive, high speed, commuting, and semi-professional or bike club traffic on these trails have created an unprecedented danger to pedestrians, families, and young families with strollers. Given the real estate and resources available, this can be easily accomplished — particularly given the accommodations that were made to bicyclist and bike lanes on virtually every major road in Arlington. And lest you think I have an axe to grind regarding bicyclist, I myself an an avid bike enthusiast. I ride several times a week and have often commuted to my job in Washington, DC, via bike. Yours truly,	Yes
Email	5/23/2020 19:37	Anu Gupta	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Nova Authority, I strongly support the West Falls Church Connection to W&OD Trail Project application. As an avid user of the W&OD trail for recreation, I would love to see it be used more for commuting and accessibility. It is currently not safe for my children to walk or bike from the W&OD to Shreve and Broad Street, even though it is such a short distance. This project will improve safety while reducing our dependence on cars. Thank you. Anuradha Gupta	Yes
Email	5/23/2020 7:16 PM	Tom Tagle		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA members: I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. My husband frequently uses the trails on his bike and, in spite of best efforts, every time he is the subject of verbal abuse from the walkers...because there is no real way to integrate biking and walking on the same trail! The opposition to this project is well meaning but not in the best interest of our region. Most who walk or ride a bicycle on the Arlington portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced, so from a safety point of view, it makes sense to separate bikers and walkers/joggers. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Thank you!	Yes
Email	5/23/2020 7:15 PM	Ballston Business Improvement District via Tina Leone	22203	ARL-019	Ballston-MU Metrorail Station West Entrance	Greetings NVTA – please see the attached letter in support of the project ARL-019 for the Ballston Metro Second Entrance. Thank you for the opportunity to provide our support and comments. Tina	Yes
NVTA Website	5/23/2020 19:08	Suzanne Goldlust	20190	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: I encourage the planners to widen the W&OD trail to accommodate the needs of both bikers and walkers, and make the trail safer for everyone. Thank you. --	Yes
NVTA Website	5/23/2020 7:03 PM	Ylva Nystrom	20190	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20190 Six Year Program Written Comment: Yes!! I would really love w&od trail widened for everyone's safety!	Yes
Email	5/23/2020 18:53	Michelle Jensen	22205	NOV-002	Arlington W&OD Trail Enhancements	I support a separate W&OD trail for bikers and runners/walkers. Michelle Jensen	Yes
NVTA Website	5/23/2020 18:49	Edurado Rosado	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: The road will make it difficult for residents to come home due to a lot of traffic. There is 2 parks on adjacent sides of the road and a bus stop for elementary school children and a lot of cars coming through will be unsafe for the children. If you are going to proceed with the road I would want a gate for our community so it can be still be considered safe. --	No
Email	5/23/2020 6:49 PM	Richman, Lisa		NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the Northern Virginia Transportation Authority: As a long-time Arlington resident, home owner / tax payer, and a mother of three young children who attend Arlington public schools, I am writing in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program. My family and I use the relevant part of the trail often, both on bikes and on foot. We would use it far more frequently if it was not so congested, particularly at the moment when being able to use trails and parks safely and without congestion is a particular concern because of COVID-19. The separation from cars on this segment makes it one of the most attractive places to bike and walk in Arlington. Please support this important resource for Arlington residents.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 18:44	Michele Croxton		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	As residents of Four Seasons Northern Virginia for more than five years, we enjoy our Nature Trail almost every day. This road, as currently planned, will remove a significant portion of this trail. The loss of trees and shade for people and pets cannot be replaced. Please consider moving the road closer to 95 if it must be built at all. Sincerely	No
Email	5/23/2020 6:23 PM	Rosamunda Ozgo		NOV-002	Arlington W&OD Trail Enhancements	Hello. I live in Arlington on South 18th Street in 22202. I wholeheartedly support the above. Thank you.	Yes
NVTA Website	5/23/2020 18:14	Erin Schultz	20190	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20190 Six Year Program Written Comment: I am emailing you to support widening the W&OD. This trail just isn't a recreational path, it is a vital commuting corridor throughout its length especially for the lower income residents. We all know that our roads are full and our air from automobiles goes Ozone critical in the summer months, this solves both. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/23/2020 6:10 PM	Robin Baxter	22203	NOV-002	Arlington W&OD Trail Enhancements	Dear members of NVTA, Please support the proposals to separate walkers from bicycles on the W&OD trail. I have long been concerned about safety when walking with my family along the trail, since bikes and pedestrians are sharing the narrow lanes. Whether engrossed in conversation or in bird-watching reverie, the call "on your left" always startles me and I recall that a pedestrian was killed in 2012 after being hit by a bicyclist on the trail. Tree preservation and limiting impervious surfaces are very important issues to me and to our community, but these can be addressed by careful planning. Arlington's citizens will be best served by making the lovely W&OD trail more friendly to both bicyclists and pedestrians. This is one of the few cases where division is better than unity: please separate the two.	Yes
Email	5/23/2020 18:09	Dana Bres		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I support the NOVA Parks application through Arlington County to improve the W&OD in a manner to separate bicycles and walkers. The W&OD is heavily used as a both a recreational asset as well as a transportation asset, providing a safe and direct route for many in Northern Virginia to get to Washington, DC. I'm confident the design process will actually improve the environmental resilience of the trail, particularly from a water management perspective. Tree cover can be provided through project actions (protecting existing tree cover) and nearby mitigation. The region needs the improved capacity, particularly as we continue to encourage cycling as transportation. The W&OD can serve as both a transportation corridor and a regional recreation asset. That can't be said for I-395 or I-66.	Yes
NVTA Website	5/23/2020 18:09	Charles Nazare	20190	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20190 Six Year Program Written Comment: Being a frequent recreational user of the W&OD Trail to bike between Reston to Shirlington and Reston to Purcellville, I am fully cognizant of the dangers of the narrow shared right of way that currently exists. I am totally in favor of project to expand the trail with a full understanding that some trees will have to be cut down. However, as an alternative commuter route, the project will reduce the number of cars on the adjacent roads thereby offsetting the loss of trees. In addition public safety and public fitness will be improved. Thank you! --	Yes
Email	5/23/2020 6:06 PM	E S		NOV-002	Arlington W&OD Trail Enhancements	I am emailing you to support widening the W&OD. This trail just isn't a recreational path, it is a vital commuting corridor throughout its length especially for the lower income residents. We all know that our roads are full and our air from automobiles goes Ozone critical in the summer months, this solves both. Thank you for your consideration.	Yes
Email	5/23/2020 18:02	Edward Clough		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Why would another road that impacts home values, puts a busy road in their backyards and ruins environmental breathing room gain funding from our government? Thumbing your nose at an over 55 elderly population is a travesty. There is still time to reconsider your decision to fund this insult. Make your decision one that complements our citizens, not one that creates more traffic in our backyards. Thank you for listening, do not fund this road. Support People, not roads. Truthfully yours, Edward Clough Four Seasons in Historic Virginia	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 18:02	Kohl Orson		NOV-002	Arlington W&OD Trail Enhancements	Hello, I am a resident of Falls Church and a frequent user of the W&OD trail. I would like to make the following comments on the proposed expansion of the Arlington section of the trail: I believe that widening the Arlington section of the W&OD trail is a great idea and a fantastic step towards a healthier and more accessible Northern Virginia. The W&OD is extraordinarily popular across many cross-sections of Northern Virginia Society. Expanding the trail by adding dedicated, separated bicycle and pedestrian lanes will increase trail usage and safety. Increased bicycle and pedestrian traffic will improve air quality, the health of Northern Virginia citizens, and stimulate local economies by encouraging foot traffic (once businesses reopen from covid-19). It is well known that Northern Virginia has heavy road traffic, making the W&OD one of the few safe dedicated bicycle and pedestrian thoroughfares. Our DC neighbors have seen a large increase in bicycle commuting thanks in large part due to their expansion of bike lanes. Their experience has shown that separate bike lanes, and especially physically separate protected bike lanes, are safer and encourage more bicycle traffic (https://waba.org/advocacy/priorities/protected-bike-lanes/). As the saying goes, "if you build it, they will come".Currently, the W&OD is a major artery for foot and bicycle traffic. As someone who travels the Arlington section of the W&OD frequently both on foot and on a bicycle, the trail can often be crowded. The existing gravel footpaths are great when they are available (they are much more common further west), but they are inconsistent and there is no signage directing pedestrians to walk there. Within 10 miles, the W&OD travels through Arlington, Vienna, and Falls Church, with combined populations in the hundreds of thousands of people. The W&OD needs expansion, and also needs new trails and protected bike lanes to complement that expansion. Without a comprehensive network of major trails and minor bike lanes, more expansion will just lead to more traffic. One argument that I have heard against expanding the W&OD is that it will reduce the amount of green space in Arlington and additional paved surface will cause rainwater drainage problems. These are not fundamental, insurmountable problems. Pedestrians don't need asphalt or concrete surfaces, the planned pedestrian pathways can be designed to reduce runoff instead of making it worse. Likewise, expanding the trail will reduce the quantity of green space (by the size of a few large backyards), but it doesn't have to affect the quality of green space along the trail. The pedestrian path expansion can be paired with pro-environmental initiatives like community gardens, reforestation, and invasive species removal. In summary, expanding the W&OD trail is vital to increase bicycle and pedestrian trail usage and get cars off the roads. This expansion will have major benefits, and the environmental impact of changing land use can be offset by proactive measures to benefit local ecosystems. Further, I believe that this project should be followed by more trail expansions, new bike trails like the W&OD, and protected bike lanes modeled after DC's successful bike lane projects. Thank you for your time, Kohl Orson	Yes
Email	5/23/2020 18:01	Joe Reiman	20191	NOV-002	Arlington W&OD Trail Enhancements	I support the widening of W&OD Trail through Arlington. I think it will make it safer and more enjoyable for all users. Additionally, every cODW&ar taken off of the streets helps the whole county and the larger DMV area. I currently live in Reston, VA and use the W&OD primarily for recreation, to visit family and friends, and to attend events. But I also know a number of friends who use the W&OD through Arlington as part of their daily work commute and running errands. Widening and dividing the trail will make it safer not only through a wider space, but by separating modes of use (cyclists vs pedestrians) who move at drastically different speeds. Thank you for allowing me to comment on an important project for making Arlington and Northern Virginia a better place for all residents and visitors.	Yes
NVTA Website	5/23/2020 18:00	Joseph puleo	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: No additional funds should be allocated until the environmental impact study is completed. Very detrimental to Four Seasons at Historic Virginia community.	No
Email	5/23/2020 17:44	James Martin		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington. James Martin	Yes
NVTA Website	5/23/2020 17:40	Janet Smith	22025	Other	Other	Zip code: 22025 Six Year Program Written Comment: This connector is long overdue! Please make this happen soon!	Other
NVTA Website	5/23/2020 17:39	Scott Smith	22025	Other	Other	Zip code: 22025 Six Year Program Written Comment: Please make this connector happen! A sound wall would help as well as assuring green space (trees) are preserved. --	Other
Email	5/23/2020 5:36 PM	John Andelin	22201	NOV-002	Arlington W&OD Trail Enhancements	If for no other reason than the safety of those using the W&OD trail in Arlington, separating the walkers/runners from the bicycles is critical. I wish to support the proposal for a dual trail in Arlington. Carefully done, it will make a dramatic change in safety and pleasure for both walkers and bicyclists, will ease pedestrian hazards for bicyclists and will improve local flood control. The unavoidable loss of some trees is a relatively small cost when compared to the benefits. It is a compromise that needs to be made.	Yes
Email	5/23/2020 17:36	Mary Margaret Whipple		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA members, I support the NOVA Parks application from Arlington to separate bicycles and walkers on the W&OD trail. The trail will be safer and attract more people when the different users are separated. And then we will cut carbon emissions too!	Yes
Email	5/23/2020 17:20	Laura Gilbert		NOV-002	Arlington W&OD Trail Enhancements	Hello, I am writing to express my support of the plan by NOVA parks for dual trails. I believe this will increase the safety of the trails.	Yes
Email	5/23/2020 17:07	Janice Sandlin		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am a resident of Falls Hill (off of Shreve Road) and greatly support the West Falls Church Access to Transit And Multimodal Connectivity application. As our neighborhood evolves it is imperative that we have a safe environment to walk, shop and play. Thank you Janice Sandlin	Yes
NVTA Website	5/23/2020 5:06 PM	Salvatore Ildebrando	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a resident of Four Seasons I do not see the value of the Van Buren Road North Extension Route 234 to Cardinal Drive --	No
Email	5/23/2020 16:54	David Abuin	22031	NOV-002	Arlington W&OD Trail Enhancements	To whom it may concern: I support dual trails in Arlington. Also, if it can go into Fairfax and Reston that would be great. I followed the link from Twitter: https://twitter.com/NOVA_Parks/status/1264157433905188864	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 16:53	Kris McLaughlin	22207	NOV-002	Arlington W&OD Trail Enhancements	Keeping cyclists and walkers/runners separated is a no brainer, after so much talk about health and safety during the pandemic. Here's a chance to protect all people – like my running nephew and his walking Aunt Kris plus bike riding friends – pursuing health and wellness. I think that the Arlington portion of the W&OD trail is overcrowded, a good problem to have. It should (and can) be widened in an environmentally sensitive way. The project, which incidentally helps avoid carbon emissions in the long run, needs to be on "the list" and considered during difficult funding discussions. It would be irresponsible to nix the project before having a full and fair conversation. Thanks for your consideration. Kris McLaughlin	Yes
Email	5/23/2020 16:46	Alissa Karton		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members— I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. I am currently serving as one of the Arlington County Board's two appointees to NOVA Parks. I am also a former member of the Arlington County Board. The opposition to this project is well meaning but not in the best interest of our region. The infrastructure investments will actually improve storm water run off and reduce flooding. Tree preservation is a priority of the NOVA Parks Board. I can assure you that the NOVA Parks Board will instruct staff to minimize any loss of trees when a final a submission is complete. Most who walk or ride a bicycle on the Arlington Portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bicycles and walkers/joggers separated. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Sent from my iPhone	Yes
Email	5/23/2020 16:44	Tom Hill		NOV-002	Arlington W&OD Trail Enhancements	Hello! I am a frequent user of the W&OD Trail. I believe that widening is a good idea and can be done while addressing any environmental concerns. Tom Hill	Yes
Email	5/23/2020 16:37	Stan Karson		NOV-002	Arlington W&OD Trail Enhancements	I support the proposal to separate walkers/runners from bicycles on the W&OD trail in Arlington.	Yes
Email	5/23/2020 4:34 PM	Stephanie Eckman		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
NVTA Website	5/23/2020 4:32 PM	James Pasternak	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I support the Van Buren extension from Benita Fitzgerald Blvd to 234. --	Yes
Email	5/23/2020 16:30	George Moss		NOV-002	Arlington W&OD Trail Enhancements	We strongly support the dual trail expansion. With bikers, joggers, walkers, dogs and strollers using these paths, it is becoming dangerous. We need expansion so that we can all use these trails safely. Jim & Georgette Moss	Yes
Email	5/23/2020 4:19 PM	Bruce St.Cyr		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Pease approve the Van Buren extension This connector was placed on the County long range plan before any of the developments on 234 or Cardinal were built. They knew there would be a need to provide an alternate path from ?234 to Dale City Blvd? without pushing traffic onto Route 1 or thru Montclair. Montclair has been dealing with its fair share of increased traffic and noise along Waterway Drive. The improvement will be a straight shot 2 mile, 4 lane, divided road rated for 45-50 MPH with no stops in between.	Yes
NVTA Website	5/23/2020 16:18	Jim Walton	22309	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Zip code: 22309 Six Year Program Written Comment: Appl #: FFX-108 TransAction ID 214 U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir This section of Route 1 is one of Virginia's most dangerous roads and has been neglected for over 50 years. This board has the opportunity to be proud of a justifiable decision to fund this long overdue project to completion. This board will can take credit where others in the past have miserably failed. Your support will vastly improve desperately needed safety and traffic flow for all modes of transportation supporting families, commuters and businesses as well as improving the quality of life for all who live, work, play and transient this corridor. This section of Route 1 is not in its present state due to the boards fault, but the board now has opportunity to end this neglect. Thank you. JIm Walton 24 years resident Alex/Fort Belvoir (FFX Co) VA	Yes
Email	5/23/2020 16:13	solarsklar	22201	NOV-002	Arlington W&OD Trail Enhancements	We need to separate bikers from joggers on the W&O. I have almost been hurt several times. As we are becoming more urbanized, this will be a well spent investment. Scott Sklar	Yes
Email	5/23/2020 4:05 PM	Betty Lewis St.Cyr		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Please connect Benita Fitzgerald and Van Buren streets in Prince William County, VA. Thank you for listening. Betty Lewis St.Cyr	Yes
NVTA Website	5/23/2020 16:01	Dennis Bartlett	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Remove Van Buren Road project from the 6 year plan. There are already 2 other roads that parallel I-95. It makes more sense to continue widening US Route 1 through Dumfries and it would probably be less expensive. Van Buren Road has been on the books for approximately 40 years and much has changed during that time. There are at least 3 residential communities that would be impacted by such an endeavor. There are also wetlands and Powell's Creek that would be impacted. Our taxes should be used on more important projects. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 3:58 PM	Benedetta Kissel		NOV-002	Arlington W&OD Trail Enhancements	I support expansion of the bicycle trails. They are overcrowded and created a safety issue before covid. Now they create a health risk because there is no way to separate bikers from foot traffic. This will, unfortunately, not be the last viral outbreak. Let's make the investment that Falls Church is making. Thank you	Yes
Email	5/23/2020 3:46 PM	Joseph Kouba		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. The opposition to this project is well meaning but not in the best interest of our region. The infrastructure investments will actually improve storm water run off and reduce flooding. Tree preservation is a priority of the NOVA Parks Board. I can assure you that the NOVA Parks Board will instruct staff to minimize any loss of trees when a final a submission is complete. Most who walk or ride a bicycle on the Arlington Portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bicycles and walkers/joggers separated. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Thanks.	Yes
Email	5/23/2020 15:46	Tanya Baker		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Aloha NoVa Authority, As a homeowner in Cardinal Grove, I vehemently oppose the construction of Van Buren Rd Extension to Rt 234 Project. As a homeowner, approval of this extension will drastically reduce our home values especially the homes that back up to Van Buren Road. Approval of this extension will bring a reduced sense of safety as drivers try to cut through other Cardinal Grove neighborhood side roads thinking they will lead to a point further down Van Buren, realize they have a made mistake and race through our neighborhood to get back to Van Buren. Approval of this extension will bring a reduced sense of neighborhood security. Approval will begin and never end the increased traffic coming through this neighborhood as stated in the Project Description: " This new section will carry heavy volumes of traffic that would normally spill onto local roadways." If approved Van Buren Rd will become a local roadway after the ribbon cutting ceremony and within a few minutes, it will become a major roadway. This means that I can now look for vehicles from all 50 states and Canada to use this extension as Google Maps, Waze and other mapping apps send travelers to this road when I-95 and/or Rt 1 back up. Yes, I knew this road extension was a probability. While house hunting, when inquiring from the builder's sales agent the probability of approval, I was told it will never happen. Here we are today with this extension once again appearing as a Prince William County Project. This Project should not happen! There is no win in approving this road extension at the expense of the Cardinal Grove subdivision as well as the Four Seasons subdivision. Mahalo,	No
Email	5/23/2020 15:41	Chris Benson		NOV-002	Arlington W&OD Trail Enhancements	NVTA, I wanted to email to give my support for the ' Arlington W&OD Trail Enhancements' - I live in Arlington Ridge by 4-mile run and use the W&OD trail nearly every weekend, riding my bike wig my wife and 2 children. The trail is truly great and we love it, with the only drawback being that it gets very crowded because so many people like to use it. I imagine that the trail will only get more use in the post-pandemic world - and believe that it will be a great benefit to the community to widen the W&OD trail. Thank you very much for your engagement with the community and sponsoring projects like this. If you have any more questions, feel free to call me at 720.628.6763.	Yes
Email	5/23/2020 15:41	Rick Holt		NOV-002	Arlington W&OD Trail Enhancements	Hi, I support dual trails in Arlington on the W&OD trail. The trail is well used by the public for both recreation and commuting. I have used the trail in the past for both recreation and commuting, by bike and running, and know how crowded the trail can get on really nice days. Please take action to fund and widen the trail.	Yes
Email	5/23/2020 3:36 PM	Michael Raizen		NOV-002	Arlington W&OD Trail Enhancements	All - As an avid biker who uses the WO&D Trail regularly I support the expansion of the trail so runners and walkers can be separated from bikers. I also believe that the environmental benefits of trail redesign will outweigh the environmental damage if trees have to be removed (and the project says that this will be minimized). Your support is critical so this project can move forward. Thanks for your consideration.	Yes
Email	5/23/2020 15:36	Trevor Keck		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington Best, Trevor Keck	Yes
Email	5/23/2020 15:17	Brandon Jones	22203	NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington aka Arlington W&OD Trail Enhancements.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 15:11	Tina Burton	22192	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22192 Six Year Program Written Comment: We bought in Four Seasons because it is a gated community and this better not change. This project would totally go against the purpose of having a gated community for seniors. Because of the economy, with COVID 19, we should be looking for better ways to spend our money.... --	No
Email	5/23/2020 3:11 PM	Helen Franchois	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Dear Authority Members, My first thought is, with long-term ramifications of the Covid-19 pandemic still unknown, the county and state should be very careful about expenditures made in the next months, maybe years. We should have emergency funds available for possible unknowns, until things have settled down. However, I won't argue that the traffic situation, when people are back on the roads for work or travel, is terrible and needs to be alleviated where possible. I don't feel that extending Van Buren Road, as a four lane highway from Rt 234 to Cardinal Drive, is a good option. The residents of three communities would be adversely affected with noise, air pollution, and truck traffic next to what are now peaceful neighborhoods. Many mature trees would be lost, and unknown environmental results could haunt us for years to come. I know that progress demands some sacrifice from the few for the good of many, but I don't see the "pros" of this project as strong enough to warrant the cost, both monetarily and in quality of life. Thank you for your consideration.	No
Email	5/23/2020 14:54	Randy Swart		NOV-002	Arlington W&OD Trail Enhancements	I see constant conflicts on the W&OD trail in Arlington between bicyclists and pedestrians. The two cultures are very different, since the cyclists think they are in a stream of traffic and the peds think they are out for a nice walk. Separating the two types of use on the W&OD would eliminate a lot of friction. It might even lure the seniors back who are scared to use the trail because of speeding cyclists. Please don't let that whole block of potential trail users continue to be denied use of this awesome asset. I don't believe there is any way to change the cyclists' culture to make them more considerate. Let's put them on their side and configure the trail for all users.	Yes
Email	5/23/2020 2:53 PM	Sally Hill Cooper		NOV-002	Arlington W&OD Trail Enhancements	It's important to separate walkers and bikers on the W&OD Trail. Please act to make this happen asap - thx!	Yes
Email	5/23/2020 14:50	Ev Clark		NOV-002	Arlington W&OD Trail Enhancements	To whom it may concern, I grew up in Alcova Heights, frequently riding my bike on the W&OD trail to Shirlington or Falls Church. Although I personally always tried to signal to pedestrians when approaching and passing -- using a bell, a spoken phrase, or both -- I often observed cyclists who would speed by those on foot without signalling. When the foot traffic included elderly people, the disabled, or parents with baby strollers, the results could be hair-raising. Conversely, inconsiderate pedestrians would not infrequently hog the entire path, which was both an inconvenience and a safety hazard. For these reasons -- not to mention the environmental benefit of expanding a car-free transportation option -- I support the proposal to separate bicycles and walkers.	Yes
Email	5/23/2020 14:49	Ted Johnson		NOV-002	Arlington W&OD Trail Enhancements	I support a dual trail as I walk my dog every day and it is getting dangerous with cycles going by fast.	Yes
Email	5/23/2020 2:46 PM	Barbara Swart		NOV-002	Arlington W&OD Trail Enhancements	As a long time tandem bike rider on the W&OD bike trail in Arlington, I fully support separate lanes for bikes and walkers. Over time the trail has become more crowded and sometimes even dangerous, especially in Arlington. Separating bikes and pedestrians on the trail is long overdue. Please support the effort to do so. --Barbara Swart	Yes
Email	5/23/2020 14:39	David McTaggart	22204	NOV-002	Arlington W&OD Trail Enhancements	Support for dual trail expansion in Arlington	Yes
Email	5/23/2020 14:38	jgors914		NOV-002	Arlington W&OD Trail Enhancements	Please separate the bikers from people walking. The way it is now, I am always scared I am going to be hit by a bicycle coming behind me real fast. We already had a biker run over an elderly lady and killed her a couple of years ago. Thanks. Renee Gorsky	Yes
Email	5/23/2020 14:38	Rivka T	22205	NOV-002	Arlington W&OD Trail Enhancements	I live in North Arlington and I'm writing to support the dual trails proposal to make the path more usable and safer. Thank you! Rebecca Tushnet	Yes
NVTA Website	5/23/2020 14:34	Jeffrey Burton	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am against the Van Buren Road North project. I do not want that coming through my neighborhood. I bought a house here because it is a gated community. Running this not needed road through my community is a waste of tax payer money. With so many folks out of work an the new normal we should rethink where and how we spend money now as we will be changing a lot of how we use to do things. --	No
Email	5/23/2020 14:31	Bob Rivera		NOV-002	Arlington W&OD Trail Enhancements	More important that widening the WO&D trail is the installation of either tunnels or bridges over at grade intersections such as the one at Smithswitch in Ashburn, VA. These intersections, although usually marked with a stop sign for the cyclist and walkers on the trail, often have these safety signs ignored, particularly by the cyclists. This could result in a cyclist being hit by a car, or a car being rear-ended while conducting a panic stop. I've also personally been accosted by a cyclist, while riding in a convertible because I had the temerity of saying something when he ignored the stop sign, and caused two of us to panic stop. After he exchanged words with me, he then spit on me while I sat in my vehicle. I strongly object to any new "improvements" to the trails until you correct the at grade situation.	Yes
Email	5/23/2020 2:26 PM	Will Driscoll	22207	NOV-002	Arlington W&OD Trail Enhancements	Please make the W&OD trail in Arlington WIDER. I bike on the trail 2-3 times per week, almost year-round.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 14:25	Charley Conrad		NOV-002	Arlington W&OD Trail Enhancements	I am in favor of some type of separation on the trail. I live in the Brittany Condo on FMR and look directly at WO&D trail From my balcony every day. I also walk 20 minutes up and back along the trail At least once or twice a week. It is very busy very busy. The thing that is scary is that the bikers are coming down the trail extremely fast around families where there are little kids on little bikes and it is just a recipe for a big disaster. Sent from my iPhone	Yes
Email	5/23/2020 14:22	Craig Olson		NOV-002	Arlington W&OD Trail Enhancements	Please separate walker/runners from cyclists on the W&OD trail in Arlington.	Yes
Email	5/23/2020 2:20 PM	Tom	22206	NOV-002	Arlington W&OD Trail Enhancements	I live in Fairlington in Arlington. I support construction on the W&OD Trail to widen it in order to separate cyclists from walkers/ joggers to provide safety for all users. Falls Church is making this change now; doesn't it make sense for Arlington to continue what other jurisdictions are doing for the sake of continuity? You know that as soon as the Falls Church modification is complete, Arlingtonians will be hounding authorities to make the same changes.	Yes
Email	5/23/2020 14:17	Allida Black		NOV-002	Arlington W&OD Trail Enhancements	I very much support the expansion necessary to separate walker/runners from bicycles on the W&OD trail in Arlington. I have twisted my knees trying to avoid speedy cyclists, have seen cyclists so focused elsewhere they swerve to avoid folks, and seen folks cause cyclists to serve suddenly to avoid contact. Plus in this time of social-distancing, this makes good health sense too	Yes
NVTA Website	5/23/2020 14:16	Timothy Stevens	22046	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22046 Six Year Program Written Comment: I support NVTA funding of the proposed Arlington W&OD trail enhancements, including trail widening and better designs for stormwater retention. I am a frequent user of the trail, as I bike regularly between Roosevelt and Carlin Spring. Widening is an important safety enhancement, as the current narrow width of the trail presents too many opportunities for collisions between bikers and pedestrians. The trail is an important alternative to driving a car, especially given its location parallel to I-66. --	Yes
Email	5/23/2020 14:16	Varela, Lee, Metz & Guarino, LL	22102	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Please see the attached letter I am submitting via email on behalf of my Son, Andrew Niemi. Kirk Niemi Varela, Lee, Metz & Guarino, LLP	Yes
Email	5/23/2020 14:16	Raina Rose Tagle		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA members: I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. My husband frequently uses the trails on his bike and, in spite of best efforts, every time he is the subject of verbal abuse from the walkers...because there is no real way to integrate biking and walking on the same trail! The opposition to this project is well meaning but not in the best interest of our region. Most who walk or ride a bicycle on the Arlington portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced, so from a safety point of view, it makes sense to separate bikers and walkers/joggers. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Thank you!	Yes
Email	5/23/2020 14:09	Paul McMahon		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	As residents of Montclair, Virginia sharing our views and those of many others, we are expressing our strongest belief that the long-awaited Van Buren Road North Extension project (PWC-025) requires priority approval by the Northern Virginia Transportation Authority. This project, planned for decades has never materialized to relieve I-95 traffic and avoid cut-through congestion impacting the safety of residents in neighborhoods along Route 1, Waterway Drive and Spriggs Rd. We suffer daily from excess traffic and congestion caused by our proximity to I-95 plagued with insufficient alternative North-South routes. The congestion contributes to dangerous incidents such as when four Prince William County firefighters, on their way to a call, suffered injuries as their fire truck overturned because a vehicle stopped abruptly in front of them in the left lane of Waterway Drive in Montclair. To avoid hitting the vehicle, the driver of the fire truck hit the brakes, swerving across the right lane hitting the curb. The fire truck jumped the curb, crossed the sidewalk, and destroyed a section of a homeowner's fence as it made a 180-degree turn and flipped on its side. That accident was only one example of multiple vehicles that veered off Waterway Drive, over pedestrian sidewalks, and into homeowner fences. The County Supervisors and VDOT personnel receive many complaints and often meet with Montclair residents concerning the constant problem of drivers who travel an average of 47mph through Montclair exceeding the 35mph speed zone. There are two elementary schools on Waterway Drive. Children and other pedestrians are at risk. If only your decision makers could observe Henderson Elementary School at dismissal time and Waterway during the evening rush hour. In addition to two schools, located on Waterway Drive are two parks, a preschool, an exercise station, a golf course, and a swimming pool. Waterway Drive is often referred to as "the speedway." We beseech your approval of this project and thank you for your consideration. V/r Paul & Sharon McMahon	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 14:08	Rosaly Kozbelt	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
NVTA Website	5/23/2020 14:07	Lorine Jacobson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: build the road that should have been built years ago. Montclair deserves the same consideration as Four Seasons. Everyone in this area will benefit. After years of waiting, this needs being done now. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 14:04	Rebecca Lewis	22203	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22203 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. NOVAParks failed to hold a meaningful, transparent and broad-based public engagement process regarding this project before submitting its funding application to NVTA. Denying this application will hopefully now compel NOVAParks to hold such a process so that we as a community can address the issues identified above, as well as other relevant issues, and determine an appropriate approach with substantial community input and support before this project moves forward. Please REJECT this request for funding. Thank you. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 13:55	William G Maddox		NOV-002	Arlington W&OD Trail Enhancements	I support separating bikers from walkers and runners. It is too dangerous to continue sharing. William G. Maddox	Yes
NVTA Website	5/23/2020 13:54	Thomas Pennington	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	First name: Thomas Last name: Pennington Email: thomasrpenn@gmail.com Phone number: 757-898-2804 Zip code: 22025 Six Year Program Written Comment: I STRONGLY protest the resurrection of the VanBuren Rd. project (PWC-025) under a guise different from the one rejected in the voter referendum. Please turn it down. – The Four Seasons' Board submission to you expresses well what residents see as an economic, health, and environmental threat to our community. Notably, the "Project Highlights" do not show as a criterion any local resolutions that oppose projects, yet we all know how unwarranted positive biases work toward failure in government projects. – Noise abatement walls to replace the tons of earth and the treeline currently shielding the community from I-95 would be unreasonably expensive if built to "standard" and likely still ineffective. [https://undark.org/2017/12/27/highway-noise-barrier-science/] – Clearly, the balance nature provides among predators and prey in the area to be paved over is a problem that could grow to the kind of rat infestations experienced in the D.C. area, particularly with restaurants nearby on Rte 234. I've noticed more rodents since the construction of Copper Mill; foxes that were using those woods are no longer evident, for example, and they were a factor (along with snakes) keeping rats away from Four Seasons. – The length of the trail permits effective social distancing among residents who exercise and enjoy fresh air and nature during the pandemic, and any other time. Exercise and fresh air are especially important to the age group served by Four Seasons. – Severing the end of the Four Seasons Nature Trail takes away one of the few haunts for the Virginia State Butterfly we have noticed locally. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 13:54	Bobbye Pratt		NOV-002	Arlington W&OD Trail Enhancements	Please make every effort to separate walkers and runners from bicyclists on the W&O trail in Arlington County. I am nearly 85 years old and can't readily dodge the fast-moving bicycles. Thank you for considering eliminating this dangerous traffic.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 13:54	Les Bergen	22206	NOV-002	Arlington W&OD Trail Enhancements	I fully support Paul Ferguson's recommendation below. The expansion is long overdue. Please include this in the next bond referendum for county parks capital projects. Les Bergen Dear NVTA Members, I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. I am currently serving as one of the Arlington County Board's two appointees to NOVA Parks. I am also a former member of the Arlington County Board. The opposition to this project is well meaning but not in the best interest of our region. The infrastructure investments will actually improve storm water run off and reduce flooding. Tree preservation is a priority of the NOVA Parks Board. I can assure you that the NOVA Parks Board will instruct staff to minimize any loss of trees when a final a submission is complete. Most who walk or ride a bicycle on the Arlington Portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bicycles and walkers/joggers separated. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Paul Ferguson Arlington, VA	Yes
Email	5/23/2020 1:53 PM	Ron Sanseverino		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/23/2020 13:51	Sara Ward	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Sara Ward As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I am a mother of two small children, living on the north side of Shreve Road. It feels like we have to play a game of "Frogger" simply to access the wonderful W&O trail that is steps away from our front door. Additionally, living less than a mile to Shrevewood Elementary, we have dreams of being able to walk our children to and from school. As they grow older, maybe we would permit them to gain independence by doing so themselves. Unfortunately, with the utter lack of safe crossings for Shreve Rd., this seems like a distant possibility at the moment. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro, grocery store, and nearby schools. I hope you will give strong consideration to the West Falls Church grant proposal. Sincerely	Yes
Email	5/23/2020 13:50	Paul Derby		NOV-002	Arlington W&OD Trail Enhancements	We support separating bike and pedestrian lanes on the existing trails Within Arlington County wherever possible. Minneapolis made separate trails many years ago. They also made the bike trails one way for circular trails. This was to everyone's benefit and enjoyment of public outdoor space.	Yes
Email	5/23/2020 13:46	Steve Core		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails. Thanks	Yes
NVTA Website	5/23/2020 13:43	James Angel	22031	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22031 Six Year Program Written Comment: I strongly support widening of the W&OD trail. It provides an important bike commuting link that helps keep cars off the road. Reducing congestion and increasing safety are important. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 13:41	Armella Schroder	20190	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20190 Six Year Program Written Comment: I cannot stress strongly enough the need for a wider W&OD trail. I support this effort 100%. Not only is it safer for pedestrians and cyclists, it has the benefit of encouraging more people to use the trail. Isn't that better for the community and society as a whole? More people walking and exercising for health as well as commuting. Let's get people out of their cars and into a wider, more productive trail! Please consider funding the widening of the W&OD trail. --	Yes
Email	5/23/2020 1:39 PM	Ian Little	20147	NOV-002	Arlington W&OD Trail Enhancements	The W&OD is a main corridor for bike commuters. There are dangerous pinch points along the corridor that need to be widened. Please record my email as in support of the widening project.	Yes
Email	5/23/2020 13:24	Elizabeth Stevens		NOV-002	Arlington W&OD Trail Enhancements	I support widening the WO&D trail Elizabeth Stevens Arlington VA	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 13:24	Susan English	22202	NOV-002	Arlington W&OD Trail Enhancements	Dear Ms. Backmon, We strongly support funding for widening the W&OD trail in the Carlin Springs area, as outlined in NOVA Parks proposal. Trail congestion causes serious safety problems, and discourages bike commuting, which we need and want. While there is some habitat loss, the trade-off is heavily in favor of the widening, for environmental and safety issues. Thank you, Susan P. English and Tom Philson Residents and cyclists since 1982 2609 S. Kent St. Arlington VA, 22202	Yes
NVTA Website	5/23/2020 13:19	Lus Ramirez	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I moved to the Montclair Community 9 month ago mostly for the many amenities and walking paths for my children. This is a very active community but I can tell you Waterway is far too dangerous with all the traffic that comes right through from Cardinal out to 234. Four Seasons is no better then Montclair and vise versa. An additional through way is necessary is disperse some of the congestion that comes through Waterway. --	Yes
Email	5/23/2020 1:11 PM	Allen Irwin		NOV-002	Arlington W&OD Trail Enhancements	I encourage you to support the NOVA Parks proposal to widen portions of the Washington and Old Dominion Trail. As the trail as cemented itself as a key feature in the region's transportation and recreation infrastructure, it has seen its use grow to the point that there are routine safety risks from the different user groups that threaten to undermine the route's desirability. By expanding the width of the trail and separating users, safety can be improved for a greater number of users, affordably relieving pressure on more expensive transportation infrastructure.	Yes
NVTA Website	5/23/2020 13:04	Colleen Pimentel	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Thank you for allowing this comment period. I live in Montclair and have witnessed firsthand the increase in traffic on Waterway. There are crosswalks and a "This is your speed" sign, but most drivers do not pay attention. As more communities have been built, the traffic on Waterway has increased significantly. The plan to extend Van Buren has been on record for almost 20 years. In that time, many new developments have come up on Cardinal Drive, Route 1, Dunfries Road/Rte 234, Minnieville, and Spriggs. However, there have not been new roads constructed. The traffic is going to go somewhere. Nature and green space is important. I wish the newer developments had not come up so quickly without also building the infrastructure to support the population growth. Now is the time to do this. Now is the time to extend Van Buren Road to Dumfries Rd/Rte 234 as planned almost 20 years ago. Van Buren needs to be extended. Thank you, Colleen Pimentel --	Yes
Email	5/23/2020 12:56 PM	Sylvia Subong	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom it May Concern: As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
NVTA Website	5/23/2020 12:56	Adam Siegel	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As an over 20+ yr resident I've seen Cardinal and 234 widened which has caused increased speed and traffic fatalities. Not having the connector between Cardinal and 234 has also caused an unsustainable amount of cut thru traffic on Waterway in Montclair which was originally intended for local residential traffic only.	Yes
Email	5/23/2020 12:53	Adrian Porter		NOV-002	Arlington W&OD Trail Enhancements	Hello, I'd like to add to the public comment on Arlington W&OD Trail Enhancements. I've been a resident of NOVA since the 90s, and I've been watching the W&OD trail closely for that time. Traffic has gotten congested on this path, and widening trails like this one will help commuters and park-goers enjoy this previously abandoned railway. The traffic is especially busy between Herndon and Arlington, so any widening in that area would be greatly appreciated. It'll lessen the stress of cars on the roads, which will help with clean air near DC and healthy residents. Thank you for considering this project and I am very excited about its completion.	Yes
NVTA Website	5/23/2020 12:51	Kay Ilgner-Siegel	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: bond referendum to connect Van Buren to Benita Fitzgerald and Cardinal – YES, Montclair is sick of and not able to sustain the high volume of often speeding cars in our small community. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 12:45 PM	Michael Sullivan		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/23/2020 12:42	David Austin	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom it May Concern As a resident living along Shreve Road, I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation and safety improvements along Shreve Road are greatly needed. My family and I use the road daily and there are patches of the road that literally offer zero protection to pedestrians, especially the sidewalk area from the Power substation to the corner of Fairwood, where there is no buffer between the road and the sidewalk...not even a curb. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. I urge you to please fund this project. Best regards, David Austin	Yes
Email	5/23/2020 12:40	Tom Wyland		NOV-002	Arlington W&OD Trail Enhancements	Hi, I'm a Northern VA resident who uses the W&OD Trail for recreation and transportation. If the trail was a road we would have widened it 5 times already. The trail is frequently congested and needs separated bike and ped paths. This trail is a resource for the community and deserves funding to be improved.	Yes
NVTA Website	5/23/2020 12:39 PM	Kevin Palgutt	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Van Buren Road North project that was submitted by Prince William County for funding to conduct Design, Engineering, and Environmental Assessment of the road should NOT be funded. This 2-mile road would do very little to relieve congestion on I-95 and would adversely impact 800 homes/1500 residents in close proximity in the Four Seasons housing community and the housing community accessed by Benito Fitzgerald. This road would serve the purpose of only the landowner and would not be an efficient use of taxpayer money. This road would have little benefit and cause even more noise and disruption to an already congested area where it will join State Road 234. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovapartnership.com/contact-us/)	No
Email	5/23/2020 12:37	Armughan Javaid		NOV-002	Arlington W&OD Trail Enhancements	Hi I support dual lanes in Arlington for cyclists on W&OD.	Yes
Email	5/23/2020 12:27	Jonathan Krall	22301	NOV-002	Arlington W&OD Trail Enhancements	Greetings, I am writing to support the Arlington W&OD Trail Enhancements, sponsored by NOVA Parks. I travel on W&OD often to visit family, visit friends, or go shopping (less so during "stay at home"). I've been on trails with better separation of people walking and people riding bicycles and have seen that such trails have fewer conflicts. Further, the USA is far behind the rest of the world when it comes to supporting outdoor exercise for public health. Improving this trail would be encourage more people to walk or ride bicycles regularly, a strong step forward for public health. Thanks you for your time and attention	Yes
Email	5/23/2020 12:12	Zachary Schrag		CFX-011	Old Lee Highway Multimodal Improvements	As a bicycle commuter from Arlington to George Mason University, I write in support of two projects in the City of Fairfax: 1. CFX-010 intersection at Chain Bridge Road (Route 123) and Eaton Place 2. CFX-011 Old Lee Highway Both of these projects would potentially help connect George Mason University to important regional trails: the existing W&OD and the planned I-66 trail. I must note, however, that the City of Fairfax has done a poor job mapping a full bike route. For instance, project CFX-011 claims that "This project will convert Old Lee Highway into a regional multimodal corridor connecting the city with George Mason University to the south and Fairfax County and the Vienna Metrorail station to the north." But the project ends south of Fairfax Circle, leaving bicyclists a dangerous crossing of US 29/50 on their way from the northern terminus of the project to the Vienna Metro. If NVTA has any leverage over the City of Fairfax, it should insist on through bicycle routes between the city and the I-66 and W&OD trails.	Yes
Email	5/23/2020 12:04 PM	Zachary Schrag		CFX-010	Intersection Improvements at Eaton Place/Chain Bridge Rd	As a bicycle commuter from Arlington to George Mason University, I write in support of two projects in the City of Fairfax: 1. CFX-010 intersection at Chain Bridge Road (Route 123) and Eaton Place 2. CFX-011 Old Lee Highway Both of these projects would potentially help connect George Mason University to important regional trails: the existing W&OD and the planned I-66 trail. I must note, however, that the City of Fairfax has done a poor job mapping a full bike route. For instance, project CFX-011 claims that "This project will convert Old Lee Highway into a regional multimodal corridor connecting the city with George Mason University to the south and Fairfax County and the Vienna Metrorail station to the north." But the project ends south of Fairfax Circle, leaving bicyclists a dangerous crossing of US 29/50 on their way from the northern terminus of the project to the Vienna Metro. If NVTA has any leverage over the City of Fairfax, it should insist on through bicycle routes between the city and the I-66 and W&OD trails.	Yes
Email	5/23/2020 12:02	Robin Frei	22203	NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington Robin Frei N George Mason Dr	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 12:02	Gerard Hoffmann	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I have been a resident of Prince William County on and off since 1967. Currently, my wife and I live in the lovely community of Four Seasons at Historic Virginia. This is an over 55 community. In other words, people move here to retire and live in peace and quiet! I am strongly against the Van Buren Road extension for the following reasons: 1. If Van Buren Road is extended, there is a strong possibility that the owner of the land right behind my property will build a large facility, involving many transport trucks, at all times of the day and night. I, and my wife, chose Prince William County for our retirement years. I see nothing about how long the construction project would be. Based on other projects in the county, I think it would take quite a few years! Imagine living in your twilight years with all of the construction noise from a road building project, followed by a building construction project along with access roads and loading ramps off of the Van Buren Road extension. It will not be peace and quiet for a long time, if ever. If Van Buren Road extension is approved, I, and many others, would move out of the county. 2. With a building with transport trucks behind our property, I hate to think about how our homes would be devalued. 3. Extending Van Buren Road will dump a lot of traffic onto Cardinal Drive which already has enough traffic. 4. My wife and I walk a lot on the community"s nature trail. If Van Buren Road is extended, the nature trail will be cut off…no more walking the nature trail! 5. I have consistently watched the amount of traffic that goes through Montclair and it doesn't appear to be that much, particularly since Minnieville Road and Spriggs Road have been improved. Has a traffic study been done on the amount of cars passing through Montclair? -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 12:01	Catherine Sullivan		NOV-002	Arlington W&OD Trail Enhancements	Widen W&OD trail through Arlington for benefit of residents. There was never a better time or daily example of how efforts to reduce the spread of the SARS Covid-19 virus could be achieved than by the widening of a trail used by so many in the region.	Yes
Email	5/23/2020 11:58	Parviz A		NOV-002	Arlington W&OD Trail Enhancements	I support dual trail in Arlington Robert Alivey	Yes
Email	5/23/2020 11:53 AM	Jeff Tarbert	22046	NOV-002	Arlington W&OD Trail Enhancements	NVTA Officials: As a user of the W&OD trail for more than 30 years, I heartily support further expansion of the W&OD dual trail plan in Arlington. The project will help reduce the significant congestion on the trail that has developed over the years and encourage increased use of multi-model transportation. The concern raised about loss of trees trees seems a bit mis-guided as Dominion Resources does not permit tree growth beneath their transmission corridor and reduction in the use of carbon emitting vehicles in favor of biking and walking will add significantly to the regions CO2 reduction goals. Thank you.	Yes
Email	5/23/2020 11:53	Phillip Troutman		NOV-002	Arlington W&OD Trail Enhancements	I write to support plans to widen the WOD, especially because it separates pedestrians from cyclists. We have to recognize that the WOD has become a major commuter route--something it was likely intended to be, based on its geography and layout. Separating peds from bikes is best practice all over Europe and would be far safer for everyone here. (I was disappointed to see that Arlington didn't do this on the Custis where it meets Lynn St.--instead they simply widened the whole thing, which is better than it was before, but still not the safest it could be.) I understand people not liking the idea of a widened WOD, esp. those who think of it as merely a recreational trail. I would support keeping it as is, for recreation only, IF we had a comprehensive plan to create bike-only paths for commuters along other routes. But in the absence of a general bike-commuting plan along other corridors, widening the WOD is the best option.In the same way that the GW Parkway is not really a "park"-way, we have to recognize that the WOD is not really a "park" either in the traditional sense. Creating separate bike vs. pedestrian paths is the best plan. Thank you.	Yes
NVTA Website	5/23/2020 11:52	Frank Pannocchia	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: This project road completion is a must. It will keep through traffic out if a neighborhood where children and adults walk, ride, and run on a daily basis. The through traffic that speeds through as a way to get to the interstate is obscene. The plan that was made before Four Seasons was built should continue on as it would benefit many. --	Yes
NVTA Website	5/23/2020 11:50 AM	John Perez	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I strongly oppose the allocation of any funding for the Van Buren Road extension proposal. My wife and I have lived in the Four Seasons community since 2004. We already have significant noise and air pollution coming from I-95 and VA Route 234. Fortunately, there is a natural buffer of trees to attenuate some of those impacts. However, removing the trees and adding another major thoroughfare adjacent to our eastern perimeter will exacerbate the adverse impacts on Four Seasons' residents as well as neighboring communities and the environment as a whole. Safety and security will be compromised, home values reduced and quality of life degraded. For these reasons, I ask for your support in rejecting this proposed project. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 11:46 AM	krunal khanpara		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
NVTA Website	5/23/2020 11:42 AM	Sasha Andersson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please consider this a vote for making sure the Van Buren road extension gets completed. We have waiting patiently long enough in Montclair for this road to be complete. The traffic that comes through the Montclair community is excessive and has lead to an increase of accidents. As waterway drive is a place for families to walk along often, we need to make sure the community continues to be a safe place to walk while directing unnecessary traffic out of our community. The county continues to build houses, and we need more roads to accommodate the growth. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/23/2020 11:39	Travis Stehouwer		NOV-002	Arlington W&OD Trail Enhancements	The bike path needs to be widened. There is obvious demonstration of want and need along this path. Any opposition against it is unfounded. If only people that are mad about trees or additional pavement got mad every time a new road is laid or new subdivision replaces a forest. They are—quite literally—missing the forest for the trees when it comes to investing in our community. More bikes. More pedestrians. Fewer car trips.	Yes
NVTA Website	5/23/2020 11:38 AM	Richard Hauschildt	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I am a resident of Montclair. Currently, and for many years now, Montclair's Waterway Drive has experienced cut-through traffic from Dale Blvd to Rt 234, which is especially heavy when delays exist on I-95. This cut-through traffic of non-residents must pass through an elementary school zone and is notorious for speeding. This project would finally bring an end to this dangerous situation. Thank you. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 11:30	Gregory Anderson		CFC-005	Downtown Falls Church Multimodal Improvements	The Downtown Falls Church Multimodal Improvements project would increase accessibility and safety for pedestrians, bicyclists, and others by removing obstructions from and widening sidewalks, installing two new mid-block crossings, and improving visibility at six intersections and mid-block crossings along Park Avenue in central Falls Church. Many of our students travel through this section of our city each day on their way to our elementary, middle, and high schools on foot, by bike, by school bus, and by car. Our students and families also use Park Avenue to access the Falls Church City Community Center, Cherry Hill Park, the Mary Riley Styles library, our farmer's market, and many of our city's small businesses. The proposed improvements would enable safer routes to our schools; enhance connections to the City's civic and recreational centers; support economic development; and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/23/2020 11:30	Gregory Anderson		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom it May Concern: The Falls Church School Board fully supports the grant applications submitted by the City of Falls Church for the West Falls Church Access to Transit and Multimodal Connectivity project (Application #CFC-006) and the Downtown Falls Church Multimodal Improvements project (Application #CFC-005). The West Falls Church Access to Transit and Multimodal Connectivity project is located at the western edge of the City of Falls Church between the W&OD Trail and the Route 7 corridor. This is a very busy area, with students walking and cycling to and from Mary Ellen Henderson Middle School and George Mason High School; parents and employees driving to and from both schools; Fairfax County Public Schools students boarding and exiting buses for Kilmer Middle School and Marshall High School; and multimodal commuter traffic heading to the West Falls Church Metro Station, Tysons Corner, and other destinations along Route 7, I-66, and I-495. Anticipated growth, including mixed-use developments such as the Little City Commons, will attract additional residents and visitors to this area.The West Falls Church Access to Transit and Multimodal Connectivity project would fund construction of a new multi-use path and planting strip along Shreve Road between the W&OD Trail and Route 7, along with acorn-style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. These improvements will support safer walking, bicycling, and driving routes to and from Mary Ellen Henderson Middle School and George Mason High School. They will also encourage multimodal transportation and reduce traffic congestion, which will benefit both our local community and regional commuters. The Downtown Falls Church Multimodal Improvements project would increase accessibility and safety for pedestrians, bicyclists, and others by removing obstructions from and widening sidewalks, installing two new mid-block crossings, and improving visibility at six intersections and mid-block crossings along Park Avenue in central Falls Church. Many of our students travel through this section of our city each day on their way to our elementary, middle, and high schools on foot, by bike, by school bus, and by car. Our students and families also use Park Avenue to access the Falls Church City Community Center, Cherry Hill Park, the Mary Riley Styles library, our farmer's market, and many of our city's small businesses. The proposed improvements would enable safer routes to our schools; enhance connections to the City's civic and recreational centers; support economic development; and reduce congestion by implementing infrastructure for multiple modes of transportation. One of the Falls Church City Public School Board's top priorities is to ensure our students have a healthy and safe environment. These two proposed projects would help us meet our goals by enabling safer routes to school for our students, while also meeting the evolving multimodal transportation needs of our City and the nearby area. We urge you to fully fund the City of Falls Church's applications CFC-005 and CFC-006. Sincerely,	Yes
NVTA Website	5/23/2020 11:30 AM	Heather Page	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please fun the Van Buren Extension. We have waited for the extension and PWC needs relief from our traffic burden. --	Yes
NVTA Website	5/23/2020 11:30 AM	Laura Churchill	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I support extending the road from van buren to Benita Fitzgerald. There needs to be more north-south local roads. --	Yes
Email	5/23/2020 11:28	Lynnette Yount		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am writing in support Of the West Falls Church improvement project for Shreve Road. As a resident of the neighborhood, and a frequent user of Shreve Road, I am concerned about the safety of pedestrians, walkers and bikers on the path, and drivers. The road is very narrow and curvy, most of it without shoulders. I have a personal connection to this project as well: a dear friend of mine, and outstanding member of the community, Ms Mary Lee Tatum, was killed on Shreve Road many years ago now. She was apparently navigating a sharp turn in stormy conditions. The Shrevewood elementary school would also benefit greatly from improvements made. I urge you to award the grant for this project and contribute to the safety of not only the neighborhoods that surrounds Shreve Road, but also the many people who use this road to get to both the metro and to Lee Highway.	Yes
Email	5/23/2020 11:27	Michael Crook	20170	NOV-002	Arlington W&OD Trail Enhancements	Hello, I would like to voice my support for the widening of the W&OD Trail. As an avid cyclist, I believe this would provide a safer, more enjoyable environment for cyclists, walkers, and runners alike. The widening of the trail would also allow easier social distancing while using the trail. Please pass the Arlington W&OD Trail Enhancements project and help enhance a great place for healthy outdoor exercise.	Yes
Email	5/23/2020 11:27 AM	Don Sodo	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I support the Van Buren extension to Rt 234. Very much needed for drivers and the Montclair neighborhood that has been adversely affected by traffic growth due to development. As a community with schools and thousands of children and families, we need this extension to reduce traffic in our community. Don Sodo Dumfries 22025	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 11:26	Deshundra Jefferson		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Dear Sir or Madam: Please consider fully funding the Van Buren Road North Extension that would connect Route 234 to Cardinal Drive. Waterway Drive in Montclair is often used as a short cut between Route 234 and Cardinal Drive, even though Waterway wasn't built to accommodate heavy traffic. There are two schools located directly off of Waterway and speeding along Waterway is an urgent concern for many parents and community members. Furthermore, the Van Buren Extension has long been a part of the Prince William Comprehensive Plan, however, the County has not had the funds to implement the extension. I realize that there are several urgent needs and thank you for your time.	Yes
NVTA Website	5/23/2020 11:26 AM	Debra Gutierrez	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Van Buren Road North Extension description is full of false claims. First of all it will cause more traffic issue for the region rather then reduce it , plus provide away for truck to avoid the truck weight station on 95. Route 234 is becoming extremely dangerous for residents of Prince William County. Traffic (pre epidemic) has gotten out of hand , the intersection of 234 & the proposed Van Buren Rd is already an accident waiting to happen. This additional traffic would make Dumfries a disasterous place for families to live. The county would be best investing in Route 1 and helping develop the Dumfries quarter into a modern area people would want to live in rather then avoid. This proposed project would ruin this area and make Prince William County the joke of VA. --	No
Email	5/23/2020 11:24 AM	Carol Updike	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Dear Northern Virginia Authority, Please proceed with the plan to build the road to connect Benita Fitzgerald and Van Buren--basically Dale Blvd with Rt. 234 in eastern Prince William County.	Yes
Email	5/23/2020 11:11	Valerie Hauser	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident of the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity Application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community regularly uses the pathway for access to Metro and retail but the design of the road puts our families in danger. As a Metro commuter that uses Shreve Road to get to the West Falls Church Metro, I can attest to the unsafe conditions of this portion of Shreve Road. In fact, earlier this year, the Virginia Department of Transportation reduced the speed limit along this portion of the road because of the high number of accidents in this area. However, without the funding from this grant, there will not be adequate resources to advance multimodal transportation in a safe and efficient manner. The expansion of commercial development, while a benefit for the community, will only increase the danger to our community without the development of adequate safety measures. Our community needs adequate capacity for pedestrian and bicycles without which we will be forced to take more trips in our vehicles. More vehicular traffic will only serve to increase pollution and safety risks for this community.	Yes
Email	5/23/2020 11:09 AM	Matt Dykstra		NOV-002	Arlington W&OD Trail Enhancements	Dear County Board Members, I am writing in support of the Board's approval of the resolution of support for NOVA Parks application to the Northern Virginia Transportation Authority (NVTA) for the Fiscal Year (FY) 2024 and FY 2025 NVTA Six Year Program (SYP) Update for regional transportation funding (pulled Consent Item 25). My family and I have enjoyed using the W&OD Trail in multiple jurisdictions for a variety of recreation and transportation purposes, and agree that widening it would improve the trail. Widening the trail - in conjunction with other efforts underway to provide greater bicycle/pedestrian connectivity - encourages people to continue to enjoy the trail for recreation, while also providing a viable method for people to use the trail as part or all of a commute via bicycle (as I have for many years). Providing this balance of transportation options decreases reliance on cars (especially on I-66), and widening the trail to support higher volumes has a far lower environmental impact than continuing to widen regional roadways, or causing people to use their cars in an effort to find lower-volume trails for recreation. Because NOVA Parks is managing this effort, moving forward with this process is a fiscally responsible way to find more space for safe walking and biking in Arlington. For these reasons, I support the draft resolution and moving forward with widening the W&OD Trail in Arlington. Thank you for your time and your service,	Yes
NVTA Website	5/23/2020 11:08	Linda Arvin	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I live in Montclair and have watched the volume and speed of traffic increase through Montclair during the years. Waterway, the main artery, through Montclair was not designed to carry this amount of traffic. The sidewalks are within a few feet of speeding traffic, I fear for my life when I walk along the sidewalk. Crossing Waterway on one of the crosswalks is extremely dangerous. Please build Van Buren extension and reduce the traffic on Waterway. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 11:04 AM	Anne Passin	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Anne Passin As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. We urgently need transportation improvements along this portion of Shreve Road. Our community uses this route daily for access to metro and retail; however, the design and unsafe configuration of of the road are a daily danger to our families. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this section of Shreve Road in response to the number of vehicle accidents. Without the improvements requested in this grant application, however, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial and residential development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, include the Metro.	Yes
Email	5/23/2020 10:57	Brad Saull	22301	NOV-002	Arlington W&OD Trail Enhancements	Good morning, I support dual trails in Arlington especially the widening of the Washington & Old Dominion Trail. Several years ago, a runner & I (as a cyclist) had a minor collision at an intersection of multiple trails in Arlington. I would use the WOD trail more if it was wider and I could get through the Arlington part of the WOD quicker. I live on the north side of Alexandria, but work in Ballston. A wider section of the WOD could be a substantial part of my commute. I mostly drive to work (before COVID19). Please fund the widening of the WOD trail.	Yes
Email	5/23/2020 10:56 AM	Marcia Morse	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	As a resident of Four Seasons, I have concerns about the impact that the proposed Van Buren Extension would have on our community. Traffic congestion is already an issue where Van Buren meets route 234. This impacts all development in that area. A traffic study would confirm the seriousness of this. Traffic exiting from I95 creates volume at that point. We don't need additional traffic! For those residents in Four Seasons, we already hear loud traffic from I95. An additional road would increase this noise. We don't need more heavy truck noise even closer to us. With regard to safety, it is advisable that this proposed road extension be defeated. Marcia Morse	No
Email	5/23/2020 10:36	Jean Thompson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Hello, I am writing to express my support of the Van Buren Connector from Cardinal Drive in Woodbridge, VA to Route 234 in Dumfries, VA. This area has seen rampant development and very little increase in infrastructure, including roads, to support that development. Although some residents are concerned about the proximity of a road near there homes, neighboring roads such as Minnieville, Route 1, and Waterway Drive have experienced significant congestion and accidents through neighborhood streets that shows a greater effect on area residents. Minnieville Road has been expanded but continues to see an inordinate amount of traffic, Route 1 is one of the busiest roads in the region with frequent accidents, and Waterway Drive is a neighborhood road where residents have observed several cars in the past year, including a fire truck, jump the road and end up in individuals lawns, causing property damage and risk to pedestrians. Providing an additional north south route via the Van Buren connector would decrease traffic congestion on these strained roads and allow for greater access for residents who live near Cardinal Road and Dumfries Road, both roads that have seen significant development in the years since the Van Buren connector was approved but not built. I am in support of the Van Buren Connector to improve safety, access, and ease congestion in our region.	Yes
NVTA Website	5/23/2020 10:35	John Padgett	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I definitely support the Van Buren Road North road construction. My wife submitted her comments but she left out the amount of noise that is now happening on 234/Dumfries Rd, which is out of control because of the amount of traffic now We have to turn our TV up at a high level because of the noise of the motor cycles racing up and down the road the gearing down of the 18 wheels trucks is out of hand now, not mention the loud music that we can hear all the back to our home day and night. We have no piece at all now with the volume of the traffic on this road now. Rerouting the traffic off the road not only would cut the noise but would stop the high speed some of these cars and motor cycles are doing because they think this straight away is a race track. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/23/2020 10:29	Ken Notis		NOV-002	Arlington W&OD Trail Enhancements	I support allocating funds to study widening the W&OD trail. I think this would improve safety and comfort, would encourage use that is beneficial to the environment and to health. It's useful for the whole region.	Yes
NVTA Website	5/23/2020 10:22	Kristi Deaver	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a resident of Montclair I deal with the high traffic and speed on waterway, one of the few cut through currently available from Cardinal drive to 234. Waterway was not designed to hold the amount of traffic that speeds through our neighborhood. Originally we were a gated community, the amount of speeding traffic on this street is going to get someone killed! There are not enough North – South local road to handle the traffic in our area and I am alarmed at the amount of building in the area that will only increase the number of cars on the road. This extension has been on the PWC plan for years!!!! Why our County failed us when it came to the bond issue is beyond me so we are now turning to our State to take care of this issue. This extension is a critical step to promote a more safe and efficient travel route. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/23/2020 10:23 AM	Ryan Billings		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 10:17 AM	Ariadne Autor	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Subject: Support for West Falls Church grant Ariadne Allan Autor As longtime resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Our family walks along Shreve Road to access a recreation area at Buckelew. Our son works at Poplar Heights in the summer and also attends nearby George Mason School so we frequently are in the area and witness dangerous traffic. Yesterday evening, we counted several cars racing at a high rate of speed along the curve where one of our fellow Poplar Heights pool members was tragically killed last summer on a walk to a nearby ice cream store. Children and teens who play in the park, go swim or play tennis often travel by bicycle or on foot in the area which has become increasingly risky. Many of the area high school students who live nearby walk to George Mason High so mornings, and evenings after events can be especially perilous on this stretch of the road. Transportation improvements along this portion of Shreve Road are greatly needed. We use this route daily as pedestrians as well as drivers, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. We can see the problem already with so much construction and development in the area, and that is even during the pandemic when traffic should theoretically be lighter. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration. Ariadne Allan Autor	Yes
NVTA Website	5/23/2020 10:15	Jacob Kurtzer	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: I support widening W&OD and I applaud this program. There are dozens of reasons, among them that because of its growth in popularity it needs more space to accommodate both foot and wheeled traffic along its entire distance. Just as important, we must promote more ways to engage in exercise in the outdoors, which accrue lifelong health benefits and strengthen community ties, with payoffs to taxpayers in countless ways. And the demand for – and use of – this resource will be huge! Covid-19 has sent whole families to bike shops in greater numbers than ever before, and there's a new awakening to this wonderful activity. The impacts of this pandemic will be permanent and will further cause demands for this plan and others like it. These lasting impacts include teleworking, which means trails like this will be in use all the time. Regardless of all the above, our area is in desperate need of alternative, safe, and accessible forms of transportation, and this plan establishes one of the most obvious cross-region routes to accomplish that goal. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 10:01 AM	Guinevere Rowell	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: I would appreciate finally seeing the implementation of the traffic easement plan that planned for a road connecting 234 to Cardinal/Benita. As it stands now, there's an excessive level pass-through traffic from 234 along Waterway Drive through Montclair, which brings unnecessary levels of commuter traffic during the times of day that children are walking to school and crossing Waterway Drive. Some of this traffic is no doubt caused by the Four Seasons development, the development of which was originally permitted with the understanding that additional traffic would be eased by the development of a road from 234 connecting to Cardinal/Benita. Easing the additional traffic caused by the development was a requirement of adding those extra houses and it must be honored. However, this much-needed addition to the roadways in our area has been delayed over and over again. It's time to honor the promises made to this corner of Prince William county and give us the 234/Benita connection! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/23/2020 10:01 AM	Drew Paulson		NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the Northern Virginia Transportation Authority: I am write in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program. While our family currently lives in DC, we plan to leave the city within 3 years, and adding infrastructure that allows families to travel by means other than a car will be a major factor in our decision on where to live next. Thank you for your consideration, Drew	Yes
Email	5/23/2020 9:58 AM	Sam and Dawn Fratrin	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you, Sam Name: Sam and Dawn Fratrin	Yes
Email	5/23/2020 9:54	Carrie O'Brien		NOV-002	Arlington W&OD Trail Enhancements	Hello - please widen the W&OD trail in Arlington. The congestion on the trail has gotten dangerous and it needs to be widened. Thanks	Yes
NVTA Website	5/23/2020 9:48	Robert Grabner	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am not in favor of Van Buren Road North project as it will severely impact the lives of people living in 801 homes in the Four Season's community. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 9:41	Zachary Schrag		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA, As an Arlington resident, I support the proposed separation of bike and pedestrian paths on the W&OD in Arlington and elsewhere. Prior to the epidemic, I was a bike commuter on other stretches of the W&OD, as well as a recreational cyclist. The W&OD is a magnificent regional asset for both transportation and exercise, and its value would be increased by separating bicycle and foot traffic wherever possible. Providing alternatives to automobile transportation would benefit the environment, despite the loss of a few trees along the right of way.	Yes
Email	5/23/2020 9:35	Julia Critchfield	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	No, I am against the study for constructing the road, and I am against the construction of the road. It borders on my community and will have a negative effect on our community and home values. Julia Critchfield	No
Email	5/23/2020 9:34 AM	Brian O'Donnell		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/23/2020 9:27	Steve Barrett		NOV-002	Arlington W&OD Trail Enhancements	Hi, my wife and family are prolific users of the WO&D trail and strongly support its expansion and widening. We use the trail several times a week, even during winter months and recommend widening the trail. The combination of families with kids and pets, runners and cyclists creates too much congestion that leads to dangerous conditions. Having dedicated cycling lanes allows pedestrians and runners to enjoy the trail, especially as our WO&D trails have become more congested. Moreover, we should be making every effort to expand commuting options in the WMA and expanding and widening the trail system is the most effective way to get people out of their vehicles. We have lived in NoVA for almost 30 years and will consider retiring here. One of our top reasons is the WO&D trail system that allows us to enjoy the outdoors! We are willing to pay additional taxes to support the trail expansion and widening, more so than supporting additional roads!	Yes
Email	5/23/2020 9:26 AM	Mark Blacknell	22203	NOV-002	Arlington W&OD Trail Enhancements	Members of the Northern Virginia Transportation Authority: I am writing to ask that you include the NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program. I have used the W&OD since moving here for law school in 1997. While it was initially for my own recreation, my use of the trail has grown from those solo outings to now include rides with my wife and our three children. And it seems that everyone else has grown in their appreciation for and use of the W&OD trail in Arlington - as it's getting quite crowded. It's so crowded that it's usually around this time of year that I stop letting my kids ride on the trail. They're pretty competent riders, but with other cyclists threading the needle or families walking five wide, their safe navigation of the trail is sometimes in question. So no trail for them until the fall, when traffic thins a bit. I recognize that there are some who oppose this project. I urge you to dismiss their objections. First, NOVA Parks has not designed the trail widening, because it does not yet have funding for the project. As a result, the environmental devastation they've conjured up is a product of their own imaginations, and not any existing trail plans. I trust that any eventual design will comply with all federal, state, and local environmental protections. There are more than enough safeguards built into the process to address any environmental concerns. Parks exist to be enjoyed by people. Responsibly widening the W&OD in this spot would permit more people to use the trail year round. For these reasons, I support NVTA funding the application by NOVA Parks for the Arlington W&OD Trail Enhancements. Thank you for your time and consideration, Mark Blacknell & his family of five	Yes
Email	5/23/2020 9:25	Connie Holt		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	If any road that needs to finished it is, Van Buren Rd in Eastern Prince William County. I95 has had many major accidents within the decade. Rt 1 then becomes a parking lot. Another North to South roadway would ease tons of traffic on Minnieville Rd and Waterway. They keep building but there is not enough roadway to handle the building or accidents that happen in that area. Please, finish Van Vuren as it was orginally planned to connect to 234.	Yes
Email	5/23/2020 9:25	Sabrina Capannola		NOV-002	Arlington W&OD Trail Enhancements	Greetings, The W&OD trail is one of the true community gems of our region. The forethought that went into its establishment as well as the enhancements over the years have served users exceedingly well. I am strongly in favor of the proposed trail widening project to make this valuable resource better aligned with the increased volume it has seen over its existence. I have been a daily user of the trail since the 1990's for dog walking, running and biking. While my primary use of the trail is bike commuting to DC from the West Falls Church area, I used the trail hundreds of times with family members ranging in age from birth to the elderly. Over the years, while I have been pleased to see the increased use of the trail, the increased 'traffic' has created some unsafe conditions, especially in Falls Church. Afternoon and weekend times on the trail are especially busy, to the point where I discourage my elementary and middle school children using the trail for safety reasons. Widening the trail is aligned with social and environmental objectives. Most areas of the trail and the areas under consideration for widening are free of trees due to the power lines. While I am very sensitive to the concerns of downing trees and believe the project planners should take this into consideration for planning, the benefits of trail expansions greatly outweigh the perceived negatives. A widened trail will serve so many for decades and prove once again that W&OD planning is done with the future in mind. I am sure people will look back and see how right it was. Thank you for your consideration, Sabrina Capannola	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 9:24	Adam Lichtenfels	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: This is in regards to the Van Buren extension. My wife and I a voting strongly for the project as we both have experienced numerous near misses with speeders down waterway. Anything that we can do to help push the extensions project, we will do hole heartedly. Thanks --	Yes
Email	5/23/2020 9:23	Kevin Geraghty		NOV-002	Arlington W&OD Trail Enhancements	This is an important commuting thoroughfare that from a per commuter perspective is dramatically more cost effective than roads. Additionally, per commuter it requires a much smaller footprint of non-permeable surface. The objection based on increased permeable surface is misleading since the more people you take off the roads and out of cars the less surface is required. The increase in safety from wdening will result in increased use of the trail as new commuters start to feel more comfortable with cycling as a solution for commuting. It also significantly benefits recreational users who are uncomfortable with close overtaking on narrower parts of the trail. In the Netherlands every euro spent on facilitating cycling is associated with four euros in economic growth. So reduced non-permeable surface, reduced road congestion, reduced traffic exhaust, reduced health costs from traffic accidents and smog related respiratory disease, improved health of constituents from fitness, improved recreational environment, expanded local economic activity to support changing local commuting and recreation activity and a promotion of a lifestyle that supports the mental health benefits of outdoor, active commuting and recreation rather than road rage. This is a great opportunity for Northern Virginia. Thanks	Yes
NVTA Website	5/23/2020 9:21	Janet and Chris Easton	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We strongly urge funding of the Cardinal Drive to 234 extension of Van Buren Road. This is a critical connector between large commerce areas of PWC to the major North South connector of 234. It will ease traffic Flow through the major suburban housing area of Montclair. Thank you. --	Yes
Email	5/23/2020 9:20	Christy Wahle		NOV-002	Arlington W&OD Trail Enhancements	Good morning I am writing to express my strong support for the "Arlington W&OD Trail Enhancements" project sponsored by NOVA Parks As a local resident (grew up in Fairfax, spent 5 years in Clarendon and the past 5 in Alexandria) and frequent user of the W&OD and other trail systems in the area I have long hoped the existing trails would be widened, as systems in other counties, states, and countries are, to provide a safer and more appropriate venue for the high volume mixed use of the trails. I use the trails for bike commuting, recreational biking, walking, and have logged many miles of marathon training along the trails as well. Despite attempts at trail etiquette, with the variety of walkers, scooters, strollers, dogs on leashes, runners and bikers, or can be challenging to navigate. It would be a significant enhancement to widen the trail and provide separation between bikes and pedestrians. The trails have an amazing benefit for the communities, not just those immediately adjacent, but also for those who traverse longer distances from neighboring communities. Please support the proposed enhancements.	Yes
Email	5/23/2020 9:18	Darryl Branting		NOV-002	Arlington W&OD Trail Enhancements	To Whom It May Concern: I just want to voice my support to the project(s) of widening the W&OD trail.	Yes
Email	5/23/2020 9:17	Joe Ganley		NOV-002	Arlington W&OD Trail Enhancements	I am writing to voice my support for the proposed widening of the W&OD in Arlington. I understand and sympathize with the concerns over removing greenspace and replacing it with pavement, but I believe that these losses are far outweighed by increasing enablement of human-powered commuting and transportation. I live in Falls Church and work in Rosslyn and commute to work via the W&OD every single workday. This commute has always been difficult due to the crowding on the trail in Arlington, and COVID-19 has made that worse, as we now would like to increase our distance from others.	Yes
Email	5/23/2020 8:59	edward passino		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
NVTA Website	5/23/2020 8:58 AM	Thomas Johnson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: NVTA Van Buren Road Design Project In 2019, Four Seasons Community was successful in having the Van Buren Road design and construction removed from the County's transportation bond referendum as this road will have a significant negative impact on my community in general, and more specifically on the community's property values, quiet enjoyment, nature trail, and community security. An impact that we should not have to experience at this stage of our lives. Stop this lunacy. Go screw someone else. Let us live our remaining years in peace. --	No
Email	5/23/2020 8:56 AM	Ed Passino		NOV-002	Arlington W&OD Trail Enhancements	I support Arlington dual trails. Get it done.	Yes
NVTA Website	5/23/2020 8:55	Chris Guthrie	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We really need this road. Right now there is excessive speeding through Montclair as a bypass and its dangerous. A direct access road is a better solution. --	Yes
Email	5/23/2020 8:54 AM	Jande Passino		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington. Let's do this.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/23/2020 8:54	Erwin Soto	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Erwin Soto Zip Code 22043 I strongly support the West Falls Church Access to Transit and Multimodal Connectivity grant application. The project is in my neighborhood, and transportation improvements along this portion of Shreve Road are greatly needed. The design of the road and lack of protection puts us and our neighbors in danger when we use the pathway for access to metro and retail. There will not be adequate protection to advance the use of multimodal transportation without the investments from this grant application. Expanding commercial development will increase the number of vehicles on Shreve Road, and without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Sincerely,	Yes
Email	5/23/2020 8:52	Thomas Reich	22207	NOV-002	Arlington W&OD Trail Enhancements	The proposal to widen portions of the W&OD trail in Arlington County is long overdue. Conditions along that part of the trail -- even before the pandemic -- were quite crowded, and the risk of serious accidents between cyclists and pedestrians was growing. This danger won't go away. Bravo to the NVRPA for proposing this modernization of the trail!	Yes
NVTA Website	5/23/2020 8:50 AM	Laura Reagan	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please approve the Van Buren extension. This is much needed as an alternate north south route, especially when 95 is congested. --	Yes
Email	5/23/2020 8:49	Patrick McGinty		NOV-002	Arlington W&OD Trail Enhancements	I strongly support dual trails in Arington.	Yes
NVTA Website	5/23/2020 8:48 AM	Anne-Marie Guthrie	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: This connecting road between Cardinal Drive and 234 is so needed and LONG overdue. The only alternative is to force traffic right through the middle of Montclair where speeding and noise has gotten so bad. Why force traffic through a neighborhood when a road can be built as a straight shot between the 2 roads? Build this road!!!	Yes
Email	5/23/2020 8:45 AM	greglebo		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
NVTA Website	5/23/2020 8:41	George Reagan	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please approve the Van Buren extension to reduce traffic on Waterway Drive and U.S. Route 1, and to provide an alternate route for “bail-out” traffic from Interstate 95 when congested. Thank you. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 8:38	Greg Mourad	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I strongly support the project to connect Cardinal Drive to Route 234 from Benita Fitzgerald to Van Buren. It's a disgrace that people who moved into communities like Four Seasons AFTER the plan was on the books have been able to postpone it this long, driving interstate traffic up Cardinal and through Montclair, literally killing our neighbors. --	Yes
NVTA Website	5/23/2020 8:38	Steve Connor	20175	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20175 Six Year Program Written Comment: Please continue with plans to improve the off road walking and cycling options in this area. I use the trail to get to DC by bike rather than car, and this is the only safe way to do so in this area. Widening the trail will allow cyclists and pedestrians to maintain safe separation a s the speeds we both move are considerably different (up to 20 mph by bike, maybe 4 mph walking). A wider trail will help all users improve safety, and may encourage more commuting by bicycle, removing cars from roadways, and reducing associated pollution. --	Yes
NVTA Website	5/23/2020 8:31 AM	Linda Meier	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please do not approve PWC-025, Van Buren Rd extension to Rt. 234. It will eliminate the last noise buffer between I95 and Montclair where traffic noise is already an issue. It will concentrate traffic on 234 at a single access point adjacent to the I95 exit further increasing traffic on 234 at that point. It will not likely deter commuters from continuing to use Montclair as a cut through to access Rt. 234. Vote NO. --	No
Email	5/23/2020 8:28	Erin Willett		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
NVTA Website	5/23/2020 8:19 AM	Elizabeth Hurley	22812	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22812 Six Year Program Written Comment: I've lived in Northern Virginia my whole life. I am an avid biker and runner. The W&OK is one of the best feature of the area. It's popularity and use seems to have grown significantly over the past 30 years. The current path is simply not wide enough to accommodate all of the users. It's not simple crowded it is dangerous. A wider path, and certainly separate bike and run/walk lanes would really help. And, anything to help storm water runoff would also be a bonus, as it is our responsibility to protect our rivers and streams. The value widening the path would have to our community, and environment, would be fantastic.	Yes
NVTA Website	5/23/2020 8:16	Ian mccarthy	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please approve!! Application Number PWC-025 SPA Number TransAction ID Number 273 Submitting Jurisdiction/Agency Prince William Co Location Requested NVTA Funds $8,000,000 NVTA Funds Approved Previous NVTA Funds Received $0 Total Cost to Complete Project $80,000,000 Project Locaon Primary Mode(s) Secondary Mode(s) Between Rte. 234 and Cardinal --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 8:11	Alex Glenn	22303	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: Widening the trail will reduce congestion on I-66 and other streets in Northern Virginia. This congestion comes at an affordable price. I fully support the analysis from your staff that this project would have significant Congestion Reduction Relative to Cost – if anything, I think staff understated the congestion reduction. I recognize that you have heard from a vocal minority who oppose this project. I also trust that you know that their claims are unfounded and inappropriate for this part of the process. As you know, NOVA Parks has not designed the trail widening, because it does not yet have funding for the project. Thus, we do not know exactly what impact the designs will have on the natural environment. We do know that the trail sits largely below power lines, with significant distances between what is now paved and any trees or natural area. Thus, it stands to reason that the few trees and natural areas would be impacted. There are more than enough safeguards built into the process to address the concerns of this vocal minority. We cannot lose sight of the benefits of this project. Widening the trail will allow more people to get around without a car, which will reduce emissions and demand for asphalt elsewhere. In other words, widening the trail will have environmental benefits. Consistent with Arlington's commitment to Vision Zero, widening the trail will improve the safety on this important part of Arlington's transportation network. Widening the trail will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion today, which will bring public health benefits and help build community. Funding this project is an early step in a process that has environmental safeguards built in, which will both minimize the environmental burden and ensure that the congestion mitigation and other benefits outweigh any impact. For these reasons, I support NVTA funding the application by NOVA Parks for the Arlington W&OD Trail Enhancements. --	Yes
NVTA Website	5/23/2020 8:10 AM	Jeffrey Cobb	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I strongly support the extension of Benita Fitzgerald Drive to VA 234.	Yes
Email	5/23/2020 8:10	Jeffrey Parker	22206	NOV-002	Arlington W&OD Trail Enhancements	Good morning! I support dual trails in Arlington! Sincerely,	Yes
Email	5/23/2020 8:08 AM	Kevin Fitzpatrick		NOV-002	Arlington W&OD Trail Enhancements	I support the widening of the WO&D trail. This highly used trail is a treasure that should be improved. Sincerely, Kevin Fitzpatrick	Yes
NVTA Website	5/23/2020 8:05 AM	Diana Miller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please approve the Van Buren extension project. This will decrease the traffic now routing through Waterway Drive which has endangered pedestrians and residents for several years and a 35 mph road (which most are running at 45-50 mph or faster) is not meant to carry the load of overflow. We have many young families Who walk and ride Waterway drive sidewalks and crosswalks. We need safety and our quiet community back! --	Yes
Email	5/23/2020 7:58	Kelly Castro		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
NVTA Website	5/23/2020 7:56	Erik Boese	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please approve the Van Buren extension project. This will decrease the traffic now routing through Waterway Drive which has endangered pedestrians and residents for some time. A 35 mph road (which most are running at 45-50 mph or faster) is not meant to carry the load of overflow.	Yes
Email	5/23/2020 7:51 AM	John		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington! John	Yes
Email	5/23/2020 7:48	Chris French		NOV-002	Arlington W&OD Trail Enhancements	To whom it may concern, I am writing to comment in favor of the proposed W&OD trail enhancements. As a frequent trail user and a transportation cyclist, I look forward to the trail expanding its capacity to serve citizens who are leaving behind polluting automobiles in favor of active transportation modes. The current pandemic has laid bare the inadequacies of our bike/ped network and this project is an important part of solving that problem. I hope the decision-makers will see through the false environmentalism of those opposed to the trail widening project.	Yes
Email	5/23/2020 7:46	Erin Geraci		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington. Erin	Yes
NVTA Website	5/23/2020 7:46	Susan Mace	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The traffic flow through Montclair to gain access to Dale City has turned Waterway Drive into the "Montclair Parkway." Speeding is rampant, especially along the straightaway from the four way stop at Avon and Northgate Dr. The 35 MPH limit is NOT enforced with drivers reaching 45-50 MPH along this roadway. I have lived here for 27 years and raised six kids here but we now fear for the children and elderly of Montclair. Fund and include the Van Buren project! Must someone die first? --	Yes
Email	5/23/2020 7:43	Danielle Endler		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
Email	5/23/2020 7:40	Brian Knight		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington. Can't wait to see the designs!	Yes
NVTA Website	5/23/2020 7:33	Colleen Sullivan	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I support the VanBuren to Benita Fitzgerald connector project. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 7:31	Gayle Bassick	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am opposed to funding the Van Buren Road North project. It will have a substantial negative effect on my house value, my quality of life and the enjoyment of my community! --	No
NVTA Website	5/23/2020 7:29 AM	Mike Dobson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I live in Montclair community for about 20 years and I have noticed that the traffic is on the rise during the rush hours thru Montclair. I am concerned about our safety in the community. I support an alternate path from ?234 to Dale City Blvd? without pushing traffic onto Route 1 or thru Montclair.	Yes
NVTA Website	5/23/2020 6:57	Jennifer Walker	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025-1075 Six Year Program Written Comment: I'm writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a local resident, there are not enough North – South local roads. With new homes being built each year in PWC, there is little infrastructure improvements to accommodate the increased local traffic. As you well know, the burden to elevate traffic congestion and increase traffic flow rests on us all. And the solution is not just one step but hundreds. This extension is a critical step among many in the county.	Yes
NVTA Website	5/23/2020 6:38	Elaine Mills	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. NOVAParks failed to hold a meaningful, transparent and broad-based public engagement process regarding this project before submitting its funding application to NVTA. Denying this application will hopefully now compel NOVAParks to hold such a process so that we as a community can address the issues identified above, as well as other relevant issues, and determine an appropriate approach with substantial community input and support before this project moves forward. Thank you. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/23/2020 5:59 AM	Henry Dunbar		NOV-002	Arlington W&OD Trail Enhancements	As a 30-year user of this great resource, I strongly support funding for widening the trail in heavily congested areas. I promote the trail often to friends and fellow runners, riders, and walkers, and have seen the benefits of separate facilities in other places (namely Vancouver). They work so much better when conflict is reduced. Please approve the funding.	Yes
NVTA Website	5/23/2020 3:22	Cynthia Gray	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: You MUST connect Benita/Van Buren through! This is MUCH overdue. --	Yes
Email	5/23/2020 2:35	Jamie Marshall		NOV-002	Arlington W&OD Trail Enhancements	The expansion of the W&OD trail is more necessary than ever for the Northern Virginia community. Parts of the trail were already overcrowded before the pandemic, and the increased traffic is threatening the usefulness of the trail. I fully support the expansion, especially with rainwater drainage friendly tech. I hope to be riding on the widened trail soon, Jameson Marshall	Yes
NVTA Website	5/23/2020 2:34	Caroline Hemenway	20171	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20171 Six Year Program Written Comment: I absolutely support widening W&OD and I applaud this program. There are dozens of reasons, among them that because of its growth in popularity it needs more space to accommodate both foot and wheeled traffic along its entire distance. This will make it safer for everyone, from little kids to dog walkers to cyclists of every speed. I am an example of them all. Just as important, we must promote more ways to engage in exercise in the outdoors, which accrue lifelong health benefits and strengthen community ties, with payoffs to taxpayers in countless ways. And the demand for – and use of – this resource will be huge! Covid-19 has sent whole families to bike shops in greater numbers than ever before, and there's a new awakening to this wonderful activity. The impacts of this pandemic will be permanent and will further cause demands for this plan and others like it. These lasting impacts include teleworking, which means trails like this will be in use all the time. Regardless of all the above, our area is in desperate need of alternative, safe, and accessible forms of transportation, and this plan establishes one of the most obvious cross-region routes to accomplish that goal. Most of Europe is way ahead of us with countless, popular bike and pedestrian routes over thousands of miles. Let's catch up and lead the way! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 1:45	Liwaa Hamza	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a local resident, there are not enough North – South local roads. With new homes being built each year in PWC, there is little infrastructure improvements to accommodate the increased local traffic. As you well know, the burden to elevate traffic congestion and increase traffic flow rests on us all. And the solution is not just one step but hundreds. This extension is a critical step among many in the county."	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/23/2020 1:37 AM	Aurora ruiz	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am a resident of Montclair. I love the community and the safety my children have when they would walk to and from school. Last year, my fifth grader was patrol and witnessed road rage as he manned his post. It happened on the corner of waterway and silven glen. To this day my son has fear of getting harmed by reckless drivers. The amount of traffic there is while our children cross the street from school is terrifying. There have been many accidents on waterway towards Avon, one of which involved a fire truck. We have to have some offset of traffic to help with the congestion in our community. There are growing families here and I would hate for an incident involving a pedestrian to occur. Please consider this extension. Regards, A concerned mother -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 1:04	Emma Young	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please give your full support to Application PWC-025, Van Buren Road North Extension. For Eastern Prince William County this extension is important for us to reach quickly and safely from one end of town to another. Currently, traffic is routed through serpentine roadways and many, trying to shorten the time, rush through, resulting in numerous accidents and harming pedestrians and cyclists. In addition, this extension would enable emergency services to have better access. I cannot urge you enough to give this high priority. Thank you! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 0:37	Adam Bowling	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I write in favor of the Van Buren Road North Extension: Route 234 to Cardinal Drive in Prince William County because we need another north/south connector road here. This was planned a while back, because it was needed to ease congestion. The thru traffic on Waterway Drive (that goes past two Elementary schools) is horrible, and folks speed on this residential road through the Montclair neighborhood all the time. Building this connector road will help ease the traffic on Waterway Drive and provide a safer connection from 234 to Cardinal. Please build this road as soon as possible! Thanks! -Rev. Adam C. Bowling -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/23/2020 0:11	Karen McReynolds	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am writing to express my support for the van buren/benita Fitzgerald extension. --	Yes
Email	5/22/2020 11:53 PM	Patricia Koussis	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello- As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
NVTA Website	5/22/2020 11:47 PM	Mary Turner	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am writing in support of the Van Buren extension project in Prince William County between 234 and Cardinal Dr. As a resident of Montclair, I daily see the increase in cut through commuter traffic through our residential neighborhood, which makes me unwilling to have my children walk on the sidewalks in our neighborhood. The Van Buren extension would safely increase the through ways in our area and cut down on traffic and accidents in our residential area. --	Yes
Email	5/22/2020 23:45	El Colonel	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I agree the Van Buren connector should be built. There is not enough options for traffic from Dale city to 234. When 95 gets backed up, Waterway becomes a thorofare and has way too much traffic on it of people trying to cut through.	Yes
NVTA Website	5/22/2020 23:22	Dinne Withers	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We have lived in Montclair for over 35 years and have been told that the racing down Waterway, truck traffic and I 95 by-pass traffic will improve with the Van Buren completion for many many years by our former supervisor. Before the housing area off of Cardinal was approved I was led to believe once those homes were built, so would the extension. We all had hope, faith and believed in what we were told. Please complete this vision. Our community has been patient long enough. --	Yes
Email	5/22/2020 11:20 PM	Gail Sanftleben	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I urge you to approve funding for and completion of the Van Buren Extension. Given the increased population and traffic in Prince William County, this project will ease the traffic burden experienced in Montclair. Through traffic on Waterway Drive is heavy and fast. Providing an additional connection from Cardinal to Rt. 234 will reduce some of the volume of traffic in Waterway and improve the safety of the numerous walkers and young children who must cross Waterway to attend Henderson Elementary School. Your support of this long planned project is appreciated. Gail Sanftleben Montclair, CA 22025	Yes
NVTA Website	5/22/2020 11:19 PM	Sue Troyer	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I strongly support the Van Buren Connector from Bonita Fitzgerald to Rt 234. I have lived at the corner of Northgate & Waterway in Montclair for 39 years. The increase of through traffic and the speeding continues to be a problem. Along with the numbers of accidents, I see residents literally running for their lives when attempting to cross Waterway on foot. Please support the Montclair residents and put this project on the 6 yr program. Thank you. --	Yes
NVTA Website	5/22/2020 23:14	Tera Beatty	22025	Other	Other	Zip code: 22025 Six Year Program Written Comment: I am in favor of the improvements for Woodbridge. No comment for other areas. Additionally, in favor of any improvement for the traffic problem on 95 southbound at occoquan where the lane merger causes severe bottleneck.	Other

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/22/2020 23:02	Stacy Chy	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Please build the 234 (Dumfries Rd) to Dale Blvd connection. As a resident and mother in Montclair I have over the last 20 years watched as traffic on Waterway Dr has gotten worse. There are to many cars and the speeding is out of control. Our neighborhood speed limit is 35, quite often people are doing about 50. My children and I have almost been hit to many times by people going to fast and not stopping for pedestrians. In the school zone its almost impossible to get cars to slow down. We need relief from the traffic. Our neighborhood was never intended to handle the amount of traffic we have everything day. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/22/2020 22:59	Allan Hsu	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern, As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Allan Hsu	Yes
NVTA Website	5/22/2020 22:56	LaTonia Davis	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am in favor of the proposed Van Buren road to alleviate traffic between 234 and Dale City. --	Yes
NVTA Website	5/22/2020 22:55	Tava Foster	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I implore you to re-examine the urgent need for the Van Buren extension among the I-95 corridor. The streets are terribly backed up as commuters cut through Montclair on Waterway and speed up and down Cardinal. We've already lost one pedestrian to a speeding car along Cardinal and without traffic calming measures that this extension would provide were risking many more fatalities. Couple that with the fact that there are two elementary schools along Waterway drive and a large number of children out on the sidewalks and crossing the street, we need this extension desperately. Please, consider lour position on this traffic is just going to get worse and something needs to be done sooner rather than later. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/22/2020 10:51 PM	C Miller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Build the Van Buren extension! Montclair has been suffering from extremely heavy traffic flow due to people cutting through the neighborhood. Those that cut through speed on average 15-20 mph over the 35 mph limit, putting our community needlessly in danger. There is a simple and obvious solution – build the long-awaited, long-planned Van Buren extension! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/22/2020 22:51	Megan Rubocki	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please more forward with the Van Buren extension project ASAP. Our family of five lives in Montclair and regularly walk down Waterway Dr for our children to get to school (Henderson Elementary) as well as our playgrounds and parks. The traffic is extremely heavy and nearly all vehicles on Waterway Dr exceed the speed limit. It is extremely dangerous to walk on the sidewalk on Waterway Dr, as it is near the roadway and vehicles have breached the sidewalk area multiple times in the past year. I fear for the safety of my young children and myself while simply walking down the street. My children also have to cross the busy Waterway Dr in order to get to school twice per day, which is a daily worry for myself and my husband. I have personally witnessed vehicles disregard the posted crossing guards and nearly hit schoolchildren in the crosswalk. Extend Van Buren now to cut down on throughput traffic on Waterway Drive, where families with young children live and walk every day. --	Yes
NVTA Website	5/22/2020 22:48	Leslie Mueller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I strongly support the Van Buren extension on Route 234 in Prince William County. I believe it will reduce traffic in local neighborhoods while decreasing congestion on the Route 1 corridor, which is a win for the entire area.	Yes
NVTA Website	5/22/2020 10:47 PM	Pieter Mueller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I strongly support the Van Buren extension on Route 234 in Prince William County. I believe it would reduce traffic in local neighborhoods while decreasing congestion on the Route 1 corridor, which is a win for the entire area. --	Yes
NVTA Website	5/22/2020 22:46	Kathyn Barca	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a Montclair resident who needs to use Waterway Drive, I strongly urge you to prioritize the connection of Van Buren to Bonita Fitzgerald and Cardinal. There has been increased traffic and noise on Waterway Drive, not to mention speeding. Pedestrian walkways along Waterway are frequently used and it's important to increase safety for our families by eliminating through traffic. Completion of this planned extension is critical. --	Yes
NVTA Website	5/22/2020 10:44 PM	Teresa Kramer	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: To Whom it May Concern, Please strongly consider moving forward with the connector from Cardinal to 234 at the Benita Fitzgerald intersection. Montclair has been dealing with its fair share of increased traffic along Waterway Drive. Last summer my children were almost hit by a driver while walking on the sidewalk along Waterway. While I know this could happen anywhere the increased traffic and speeds among drivers is a concern for myself, my children, and other residents of Montclair. Thank you for your attention to this matter, Teresa Kramer --	Yes
Email	5/22/2020 22:41	Bauer, Mairead		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington Sent from my iPhone	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 22:41	Mairead Bauer		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
NVTA Website	5/22/2020 22:37	Dolores Weikert	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I oppose the Van Buren Road Design Project as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. --	No
NVTA Website	5/22/2020 22:30	Douglas Nolan	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I really think the Van Buren road extension project needs to be green lighted. It would ease traffic along cardinal road and possibly lighten Route 1 up as well. --	Yes
NVTA Website	5/22/2020 22:03	Joseph Perez	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Good evening, I'm writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a local resident there is not enough North – South local roads. With new homes being built each year in PWC, there is little infrastructure improvements to accommodate the increased local traffic. As you well know, the burden to elevate traffic congestion and increase traffic flow rests on us all. And the solution is not just one step but hundreds. This extension is a critical step among many in the county. --	Yes
Email	5/22/2020 21:53	Jennifer Everhard	20170	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern, I am in favor of this project. I live in Herndon and work in Falls Church. If I ride to work, that is one less solo person driving a car. Now with the pandemic, crowding of the trail is an increased issue and a consideration whether to ride. The idea is separate lanes for pedestrians and cyclists is excellent for safety.	Yes
Email	5/22/2020 21:47	mesbah motamed	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Name: Mesbah J. Motamed Zip Code: 22043 I am writing to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.As a resident of the Shreve Road community, I regularly observe the critical need for transportation improvements along this portion of Shreve Road. Our community walks, bikes, and drives along this road daily to access transit and shopping, as well as for exercise and recreation, but the road's design and lack of protective infrastructure (e.g. sidewalks, raised curbs) puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. But this is not nearly enough. Without the investments from this grant application, multimodal transportation options will remain dangerous and ultimately harm the safety and quality of life for residents.Ongoing commercial development in this area will only increase traffic on Shreve Road. We welcome the growth, but without compensating capacity for pedestrians and bicycles, safety concerns will compel residents to rely exclusively on automobiles to reach nearby destinations, including the metro.I respectfully urge you to extend every consideration to this vital investment in our community's safety and long-run sustainability. Sincerely, Mesbah Motamed	Yes
Email	5/22/2020 21:26	Northern Virginia Regional Park Authority (NOVA Parks) via Chairman Michael Nardolilli	22205	NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the Northern Virginia Transportation Authority --- As the Chairman of the Northern Virginia Regional Park Authority (a/k/a NOVA Parks), I am writing to urge you to support the Dual Trails Project along the W&OD Trail in Arlington, VA. The 550-acres that comprise the W&OD Trail are a key part of the 12,205-acre portfolio of our land management agency. I am one of the two Arlington County Board appointees to the NOVA Parks Board. Previously, I served as the President of the Northern Virginia Conservation Trust. In that capacity, I permanently protected over 5,300 acres of trees in Northern Virginia so I know the value of trees. I also served as the Chairman of the Arlington County Transportation Commission so I know the keen transportation needs of our area. I also served as the President of the Arlington-East Falls Church Civic Association and was the author of the East Falls Church Area Plan so I know the importance of public participation. (Most of this project lies within the one-mile radius of the East Falls Church Metro Stop). I live very close to this project and have walked and biked this stretch of the W&OD Trail dozens of times at various times of the year, so I know this area very well. 1. The W&OD Trail is in danger of being loved to death unless you approve this proposal. Here is a recent photo I took on a weekday at the site of the ual trail project: As Yogi Berra reportedly said, "No one goes there anymore, it is too crowded." 2. Much of this stretch of the W&OD Trail lies underneath the power lines of Dominion. Going back to the Trail's prior use as a railroad, the easement held by the power company prevents the growth of mature trees along the Trail. Accordingly, the loss of mature trees here will be minimal. 3. The dual trails project is the final part of a trilogy of improvements designed to handle pressing capacity issues on the W&OD Trail. First, the NVTA funded the dual trails project in Falls Church. That project is now in the engineering phase. Second, the bike/pedestrian bridge over Route 29 (on the Arlington/Falls Church border) is almost completed. (Here I am with NVTA Member Mary Hynes at the bridge's ground-breaking ceremony):The current project is the third part of those necessary improvements. It makes no sense to fund the previous two projects and deny thislast phase. In short, a denial means that you would have just moved the bottleneck further into Arlington without addressing the underlying capacity problem. 4. Many articles correctly predict a dramatic growth in bicycle usage as a result of COVID-19. This is just the latest from Forbes: https://www.forbes.com/sites/carltonreid/2020/03/22/generously-fund-cycleways-say-experts-as-covid-19s-spread-boosts-bicycle-use/#2a82bd586b12Like a river, the W&OD Trail is fed by many "feeder" trails that pour bikes into this main transportation artery. Choke points along the W&OD Trail will ripple through the entire system. Without this needed work, congestion is sure to get worse on the W&OD Trail.5. This improvement is part-and-parcel of Arlington's smart growth strategy that has guided the County since the 1970s. See this recent article in favor of the project in Greater Greater Washington: https://ggwash.org/view/77745/a-wider-wod-trail-is-up-for-funding-but-again-faces-opposition It is worth recalling that NOVA Parks created the W&OD Trail in 1974 --- well before the establishment of the Rails-to-Trails movement. The Trail would not exist but for NOVA Parks. NOVA Parks acquired this land and has defended the park from incursions by adjacent property owners, pressure from Dominion, and suggestions from road and rail activists that ---- even to this day --- want to convert this corridor to rail or road use. Keeping the Trail open in all kinds of weather and making necessary repairs is a full-time job of our professional staff. In short, we have the expertise and experience to know what the Trail needs and how to make this project work while respecting the environment. As a sister agency to NVTA, NOVA Parks believes that this proposal is the top transportation project for the most-used trail in the entire region. It has scored very highly by the transportation experts on the NVTA Staff. Moreover, the project has the unanimous support of all twelve members of the NOVA Parks Board who represent six different jurisdictions that are, by the way, also part of the NVTA. In conclusion, we urge you to support this important transportation project. --- Mike Nardolilli Chairman, Northern Virginia Regional Park Authority	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 9:26 PM	Leticia Klausner	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Leticia Oliveira 22043 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/22/2020 9:19 PM	Traci Crockett		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.Transporation improvements along this stretch of Shreve Road are clearly needed.Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger.As commercial development expands, more and more vehicles will be on Shreve Road.Adequate protection for bicyclists and pedestrians is vital. Thank you for your consideration. - Traci Crockett	Yes
Email	5/22/2020 9:04 PM	Butch Lazorchak		NOV-002	Arlington W&OD Trail Enhancements	I support granting the funding to widen the w&od trail. I'm a regular bike rider and I believe that a widened trail will encourage the multimodal use by bicyclists and pedestrians and benefit all of us and the environment.	Yes
Email	5/22/2020 20:52	Justin Cowan	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Justin Cowan 22043 As a 12 year resident of Shreve Rd, I want to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.I use the W&OD trail daily for bicycle commuting, trips to the grocery store, and West Falls Church Metro. The corner near the Vulcan factory has always been a dangerous area for cyclists and pedestrians, as seen with the recent death of a Falls Church woman on August 3, 2019. Safety improvements are absolutely necessary now, even more so with the continuous development and increased motor vehicle traffic every year. Please approve the application. It is critical to the growing population and safety of local residents.	Yes
NVTA Website	5/22/2020 20:48	Julius Cliett	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: The Van Buren Rd project should not be fund for the following reasons. 1) The impact from the increase of traffic with this project will only increase the traffic time for the residence of the effected community. 2) This project will put school age children's who catch school buses at these intersection at more risk of injuries. 3) Residual vale of homes and security will greatly loss value after this project is complete. If NVTA took more time there surely are less populate communities to consider for road expansion. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 20:39	Peter Henry		NOV-002	Arlington W&OD Trail Enhancements	I am writing to comment on the WO&D trail widening proposal. I have been riding the trail since the early 1980's when I was a teenager. At that time it was the only safe place to ride a bike and we went there from prince William County. In fact the first time I tried to ride on public roads I was struck by a car. Ending up in the hospital and in bandages for six months till my skin grew back. When ever I think of riding I think of the public trails network as my first choice for a place to ride. I have ridden the WO&D many times and used it as a way to get to work appointments, run errands, to get exercise and meet friends. It is a means of transportation. Since I started riding the WO&D in the 80's it has remained almost exactly the same. Yet in this same time the population surrounding the trail and of the DC Metro region has greatly increased. I fact transportation space for automobiles for example the I-66 expressway is currently in the process of being widened an further out in the same span of years has tripled in size. It is important for health and safety that walking and cycling have a safe place to exist in the community for transportation and recreation. Creating safe separate and equal space for both modes of travel. Is critical to reducing our dependence on fossil fuel based transportation and will allow for both user groups and the community to thrive in the future. It's amazing to think how little recourses it will take to make this happen in comparison to the expansion of I-66 yet there is never a serious argument of freeway expansion but expanding a resource of people using a healthy mode of travel seems always to be an impossibility. So I support the expansion of the WO&D to allow for both walkers and cyclist.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/22/2020 19:57	David Nelson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I have lived in Four Seasons for 8 years after living in Lake Ridge 22 years before that. My wife and I raised 3 children here and I commuted up 95 to The Pentagon for most of that time. We decided to retire here because we like the DC area. Four Seasons was and is an oasis in the midst of a relatively challenging venue. The potential for significant damage to our quality of life in Four Seasons is real if the Van Buren road project moves forward. Signs have already been posted illustrating where a large area of our eastern boundary will be subsumed by the road. The near by houses will be really impacted by the construction and prevailing road noise. The idea of a relief valve for traffic off of 95 being serviced by the project was apparently developed by someone who has not familiar with the commute or life around 95. And now the project is jeopardizing a community where many of the residents have spent their lives in service to our country. Property values, QOL life and an unnecessary relief valve for 95 add up to a real blow to the community. There is no defendable reason for this project to proceed. David J. Nelson Captain, USN (retired) -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 19:57	Van Nguyen	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Authority; As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Sincerely, Van H Nguyen	Yes
NVTA Website	5/22/2020 19:36	Michael Boyce	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I oppose funding for the Van Buren Road North extension. The road if completed will greatly reduce the quality of life in the Four Seasons community by destroying our current walking trail and adding to the significant traffic noise we already endure. --	No
Email	5/22/2020 7:26 PM	Jessica Fairley		NOV-002	Arlington W&OD Trail Enhancements	Hello, I'm writing to share my support for widening the W&OD trail to allow for more separation for people walking/running and biking. I love using the trail as a runner but I've encountered many dangerous situations and always feel on edge. I'd like to be able to use it with my small child but with the fast bikes I'm not comfortable. Thank you for your consideration and work on this.	Yes
NVTA Website	5/22/2020 19:02	Gordon Burke	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Without a long dialog, I live in Four Season and I fully support the road extension from Dale Boulevard to Dumfries Road. This will be one more alternative to travel between Woodbridge and Dumfries. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/22/2020 18:47	William Langman	22025	Other	Other	Zip code: 22025 Six Year Program Written Comment: How close will the road and walking path/sidewalk be to the property line of homes on Secret Grove? I worry about property values declining. --	Other
Email	5/22/2020 6:36 PM	Karthik Balasubramanian		NOV-002	Arlington W&OD Trail Enhancements	We need this trail widened now more than ever! This is essential for both recreation and for commuting. Don't let the naysayers stop this	Yes
NVTA Website	5/22/2020 6:30 PM	Samuel Nugent	22304	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22304 Six Year Program Written Comment: As a long time bicycle commuter and rider, please register my support for widening the W&OD Trail. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/22/2020 18:26	Pamela Van Hine	22202	VRE-011	VRE Crystal City Station improvements	May 22, 2020 Ms. Monica Backmon Executive Director Northern Virginia Transportation Authority 3040 Williams Drive, Suite 200 Fairfax VA 22031 Subject: NVTA FY2020-2025 Six Year Program Update: Support for Crystal City VRE Station Improvements (VRA-016) and the CC2DCA Intermodal Connector (ARL-014) Dear. Ms. Backmon: I am writing to send you my strong support for the provision of regional funding to the CC2DCA Intermodel Connector (ARL-014) and the VRE Crystal City Station Improvements (VRE-016) in the Northern Virginia Transportation Authority's (NVTA) FY 2020-2025 Six Year Program Update. I am a member of the Arlington County Pedestrian Advisory Committee and the Livability 22202 Working Group, as well serving as the Aurora Highlands Civic Association (AHCA) alternate representative on the CCCRC and the AHCA non-voting representative on the National Landing (formerly Crystal City) BID Board. However, today I am sending you my personal comments as a 34-year resident of the Aurora Highlands neighborhood in Arlington. I fly out of Reagan National Airport whenever I can. I live less than a mile from the airport, and I love to walk. Therefore, I almost always walk to and from the airport – for exercise, for convenience, and for cost savings. However, walking to and from the airport is dangerous, and the route is not marked. CC2DCA is a brilliant solution to my challenges getting to the airport. It will give pedestrians a safe, pleasant, and convenient route between the heart of Crystal City and the airport. The Crystal City VRE station improvements will be a key link along the CC2DCA, and the new VRE station access pathways may relieve major pedestrian congestion along Crystal Drive at the current VRE passenger exit. The completed CC2DCA will provide continuous access from Crystal City to the VRE station, the airport Metro station, and the airport, as well as a new link to the Mt. Vernon Trail and potential access to additional trains, such as MARC and Amtrak trains and the DC to Richmond line. These unique projects will create the country's first "walkable airport" while providing an important new multimodal access point that will help ease traffic congestion at the airport and in our neighborhood. CC2DCA will give visitors, employees, businesses, and residents an exciting new way to travel to and from the area. Please fund these two projects. Thank you. Pamela Van Hine	Yes
NVTA Website	5/22/2020 18:26	Pamela Van Hine	22202	ARL-014	CC2DCA Intermodal Connector	May 22, 2020 Ms. Monica Backmon Executive Director Northern Virginia Transportation Authority 3040 Williams Drive, Suite 200 Fairfax VA 22031 Subject: NVTA FY2020-2025 Six Year Program Update: Support for Crystal City VRE Station Improvements (VRA-016) and the CC2DCA Intermodal Connector (ARL-014) Dear. Ms. Backmon: I am writing to send you my strong support for the provision of regional funding to the CC2DCA Intermodel Connector (ARL-014) and the VRE Crystal City Station Improvements (VRE-016) in the Northern Virginia Transportation Authority's (NVTA) FY 2020-2025 Six Year Program Update. I am a member of the Arlington County Pedestrian Advisory Committee and the Livability 22202 Working Group, as well serving as the Aurora Highlands Civic Association (AHCA) alternate representative on the CCCRC and the AHCA non-voting representative on the National Landing (formerly Crystal City) BID Board. However, today I am sending you my personal comments as a 34-year resident of the Aurora Highlands neighborhood in Arlington. I fly out of Reagan National Airport whenever I can. I live less than a mile from the airport, and I love to walk. Therefore, I almost always walk to and from the airport – for exercise, for convenience, and for cost savings. However, walking to and from the airport is dangerous, and the route is not marked. CC2DCA is a brilliant solution to my challenges getting to the airport. It will give pedestrians a safe, pleasant, and convenient route between the heart of Crystal City and the airport. The Crystal City VRE station improvements will be a key link along the CC2DCA, and the new VRE station access pathways may relieve major pedestrian congestion along Crystal Drive at the current VRE passenger exit. The completed CC2DCA will provide continuous access from Crystal City to the VRE station, the airport Metro station, and the airport, as well as a new link to the Mt. Vernon Trail and potential access to additional trains, such as MARC and Amtrak trains and the DC to Richmond line. These unique projects will create the country's first "walkable airport" while providing an important new multimodal access point that will help ease traffic congestion at the airport and in our neighborhood. CC2DCA will give visitors, employees, businesses, and residents an exciting new way to travel to and from the area. Please fund these two projects. Thank you. Pamela Van Hine	Yes
NVTA Website	5/22/2020 18:08	John Herde	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I live very close to this project. We already hear the traffic on I 95 very loud. I request you do a noise study and if this project goes thru at least put up noise barriers. With a road like you are calling for more of the trees will be cut and leave us open to the terrible noise of traffic. Also will you study the effect on the local animals we have many species deer turkeys foxes turtles birds of all kind, etc etc. Thank you for your consideration. John/jacqueline herde. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/22/2020 18:07	Lowrey Horton	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As an owner in Four Seasons I am appalled that you would even consider a project that will affect our environment. If you do this you can count me as an enemy. --	No
NVTA Website	5/22/2020 17:39	Kelley Westenhoff	20191	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 20191 Six Year Program Written Comment: Please count me as a firm supporter of the NovaParks application, Arlington W&OD Trail Enhancements. There are so many ways in which the W&OD enhances our region's livability, clean air, and reputation. I have ridden all over the US and people in far flung locations rave about having ridden it when visiting DC – some even having made the trip here primarily to do so. They (and we) love the diversity they see on the trail in terms of people and biomes. They love that they can be riding in a park in the middle of a heavily populated suburban area. What they don't love is how crowded it is in the Arlington Loop area. By expanding the trail you will be helping underserved communities gain access to jobs and amenities, bring money into the area, helping with clean air issues, and contributing to the health of generations to come. Please fund this project. --	Yes
Email	5/22/2020 17:23	D. Taylor Reich		FFX-106	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 17:23	D. Taylor Reich		NOV-002	Arlington W&OD Trail Enhancements	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes
Email	5/22/2020 17:23	D. Taylor Reich		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 17:23	D. Taylor Reich		ARL-019	Ballston-MU Metrorail Station West Entrance	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes
Email	5/22/2020 17:23	D. Taylor Reich		VRE-011	VRE Crystal City Station improvements	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 17:23	D. Taylor Reich		ARL-015	Rosslyn Multimodal Network Improvements	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes
Email	5/22/2020 17:23	D. Taylor Reich		RPT-002	Franconia-Springfield Passenger Rail Bypass	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 17:23	D. Taylor Reich		FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes
Email	5/22/2020 17:23	D. Taylor Reich		ALX-014	Alexandria Duke Street Transitway	Hello, I hope you are well, I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority: 1. Alexandria Duke Street Transitway 2. Richmond Highway (Route 1) BRT 3. Franconia?Springfield Passenger Rail Bypass 4. Rosslyn Multimodal Network Improvements 5. VRE Crystal City Station Improvements 6. Ballston?MU Metrorail Station West Entrance 7. West Falls Church Access to Transit and Multimodal Connectivity 8. Arlington W&OD Trail Enhancements 9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars. I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary. Take care, Taylor	Yes
NVTA Website	5/22/2020 17:22	Elizabeth MacGregor	22180	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22180 Six Year Program Written Comment: Hello — I am a daily bike commuter from Vienna, VA to Washington, DC for over 12 years. I am also a League of American Bicyclists Cycling Instructor who teaches through the Washington Area Bicyclists Association, teaching many Arlington cyclists. I am enthusiastically in support of the Arlington W&OD Trail Enhancements. In recent years, I have witnessed an explosion in bike commuting, which is great, because it gets cars off the road. The W&OD Trail is THE main artery for Northern Virginia bike commuters, comparable to I-66, Lee Highway and Route 50 all rolled into one. As such, it can get quite congested, even when all trail users observe the best etiquette. Separate paths for foot traffic and cyclists will relieve these issues. Please support this project. Thank you very much for considering my comment. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 5:17 PM	Sue Gunter	22301	NOV-002	Arlington W&OD Trail Enhancements	Separate walking and biking paths on this heavily used trail are critically important. I frequently bike on the W&OD Trail and it is crowded, especially on weekends. Widening and designating separate paths for bikers and walkers will greatly improve the safety of both bikers and walkers. I know personally two separate incidents, one in which a young biker accidentally hit and knocked over a walker and another serious crash in which a biker had to swerve to miss a jogger who with no warning ran into his pathway. The latter involved an emergency room visit and a lengthy recovery for the biker. Thank you,	Yes
Email	5/22/2020 16:41	Mike Reeves		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
Email	5/22/2020 4:38 PM	Paul Ferguson		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA Members, I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. I am currently serving as one of the Arlington County Board's two appointees to NOVA Parks. I am also a former member of the Arlington County Board. The opposition to this project is well meaning but not in the best interest of our region. The infrustructure investments will actually improve stormwater run off and reduce flooding. Tree preservation is a priority of the NOVA Parks Board. I can assure you that the NOVA Parks Board will instruct staff to minimize any loss of trees when a final a submission is complete. Most who walk or ride a bicycle on the Arlington Portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bicycles and walkers/joggers separated. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is complted, I belive those who use other portions of the trail will be asking for tthe same improvments. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Paul Ferguson Arlington, VA	Yes
Email	5/22/2020 4:36 PM	Carol Stricker		NOV-002	Arlington W&OD Trail Enhancements	Please let me know if I've misunderstood this, but it seems as if this "upgrade" is serious overkill. At some points, there will be a 12 foot wide bike trail, PLUS and 8-foot wide pedestrian trail, PLUS a 2-foot median and outside buffers? This is as wide as some streets, does the traffic really warrant this? Some added worries: 1) It is already scary on some paths to have bikes speeding by -- this sounds like a super bikeway that will only accentuate the problem. IF this is used for bike commuting instead of a slower, recreational biking use, can't it be acted to the STREET. I'm all for alternative, GREEN transportation, but I think this will have a severe and negative impact on the trail as it exists. 2) This wide walk & bike way is going to take out a lot of the greenery that is now along the path -- and that makes the path so pleasant. Also, given the flooding that's occurring in Arlington, do we need more pavement? Has an environmental review of the project been done? 3) Have bikers and walkers been able to contribute to this plan? give alternatives? Thanks for listening. Carol Stricker	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 16:34	Zoey Bauer		NOV-002	Arlington W&OD Trail Enhancements	I am writing to express my support for dual trails in Arlington. Thanks. Zoey Réa Sent from my iPhone	Yes
Email	5/22/2020 16:32	Grant Mandsager		NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the Northern Virginia Regional Transit Authority: I am a long-time resident of Arlington and am writing to wholeheartedly support widening the W&OD trail. I understand that the current project in Arlington is limited to a specific section, I would support widening as much of the trail as possible. The W&OD serves as a vital transportation artery for non-car travel in Arlington. Especially for residents traversing the 4 Mile Run creek, the W&OD trail is often the sole viable option. One Arlington elementary school is directly on the trail, and several others are in close proximity, thus allowing children to use active transportation to get to school. Our preschool uses the W&OD trail as part of its outdoor classroom program. My son's best friend lives right off of the W&OD and we use it to bike between houses. The trail is one of the few stretches of flat ground not dedicated to arterial roads in the area, and would offer the perfect opportunity for children and families to get familiar with biking. Unfortunately, trail congestion is a big impediment to this feature. Widening the trail would go a long way for opening access to the trail to significantly more Arlingtonians. I understand that there are environmental concerns about widening the trail, but I'm confident that widening will follow all the requisite regulations and requirements, and will allow many Arlingtonians to reduce their environmental impact across Northern Virginia by taking advantage of a better facility.	Yes
Email	5/22/2020 16:31	Sara Helfer		NOV-002	Arlington W&OD Trail Enhancements	To Whom it May Concern, I fully support widening the W&OD Trail. This is a high use trail that even before COVID should have been wider so that bicyclists and walkers/runners could use it more comfortably and safely, but now it is especially vital to do this. I hope that you will hear our preference to have a wider trail which benefits all users and is a sustainable alternative to commuting over driving!	Yes
Email	5/22/2020 16:30	Adam Melton		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington!	Yes
Email	5/22/2020 16:29	Tom Bauer	20005	NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington--	Yes
Email	5/22/2020 4:25 PM	Kim D. Stryker		NOV-002	Arlington W&OD Trail Enhancements	Hello, We live along Shreve RD in Falls Church and would like to see the W & O Trail widened to accommodate the exponentially higher use it is getting these days. This is the kind of investment in infrastructure that we need.	Yes
Email	5/22/2020 16:24	Ariel Plisko		NOV-002	Arlington W&OD Trail Enhancements	Good afternoon, I'm writing in support of widening the W&OD trail. As a recreational user, I'm often run over by more aggressive users, typically on bicycles. Widening the path would give room for all walkers, runners, and cyclists.	Yes
Email	5/22/2020 4:21 PM	Dale T. Hook		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington, VA	Yes
Email	5/22/2020 4:07 PM	Gina Gil	22205	NOV-002	Arlington W&OD Trail Enhancements	Good Afternoon, I am writing in support of the Arlington W&OD Trail Enhancements project. This area of the trail supports a high volume of use. I support the widening of this trail and the separation of walking and biking paths where possible. It would improve the functionality and safety to separate these users when possible. Also with the current pandemic conditions, it is difficult to use the W & OD trail and maintain safe social distancing. Widening the trail would help for this and other public health outcomes. There are also a great number of invasive plant species that are well established in these areas and this could be an opportunity to replace them with native plants and improve stormwater flow and mitigation along the trail. I believe that more space needs to be devoted to pathways for non-motorized travel in Northern Virginia to reduce our reliance on cars for commuting and transportation. This project would be a good start at improving this corridor for transportation and recreation.	Yes
Email	5/22/2020 16:02	Brian Bauer		NOV-002	Arlington W&OD Trail Enhancements	Hello - I am just writing in support of the dual trails project in Arlington. Thank you.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 3:54 PM	Zack DesJardins		NOV-002	Arlington W&OD Trail Enhancements	Hi, Please widen the W&OD Trail as it is too narrow today and can get very crowded. When pedestrian and cyclist volumes are high, separation is key to safety.	Yes
Email	5/22/2020 15:49	Paul Gilbert		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA, The NOVA Parks proposal for dual trails on the W&OD Trail in Arlington should be among your highest priorities. The W&OD Trail is used by millions and improving how it functions in urban areas is key to the future of our region. The opponents are a small group of anti-development people that have been influenced with bad information. For the sake of our environment, we need a strong multi-modal transportation system, and the idea of the dual trail is the way to get that.	Yes
NVTA Website	5/22/2020 15:41	Bonny Shilton	20112	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 20112 Six Year Program Written Comment: Please do NOT expand Van Buren Road. The $8 million can be put to better use somewhere else. It will negatively impact our retirement community and several other neighborhoods. The expansion would cut through our nature trail and render it unusable. We 55+ people rely on that trail for much needed exercise to maintain our health. The construction noise and pollution, and the ongoing noise, pollution, and big truck traffic even after the road is built, will bring down the quality of nearby neighborhoods and negatively affect health. The unnecessary environmental degradation will negatively affect the character of our community and even decrease the property values. One very vocal, wealthy contractor stands to benefit from this road which would make a shorter route to his warehouse. PWC residents should not have to subsidize this person's business at the expense of nearby communities. Please do not move forward with the proposed Van Buren Road expansion. Bonny Shilton --	No
Email	5/22/2020 15:39	Bradley Harmon		NOV-002	Arlington W&OD Trail Enhancements	Good afternoon, I'm writing today to submit comments supporting funding the Arlington Washington and Old Dominion Trail Enhancements sponsored by NOVA parks. The enhancements to the W&OD Trail would be a significant boon to the region, allowing more people to use the trail rather than car trips, and would reduce crowding on the trails at peak use times. Especially in light of the ongoing pandemic, investing in improved bike infrastructure and trail connectivity would be an excellent use of this funding. Thank you	Yes
Email	5/22/2020 15:34	GJ Carten		ARL-019	Ballston-MU Metrorail Station West Entrance	Attached is a letter of support for the Ballston West Metro Entrance. Thanks, John Carten	Yes
Email	5/22/2020 15:32	Falls Church Planning Commission via Chair Andy Rankin		CFC-005	Downtown Falls Church Multimodal Improvements	Good Afternoon, Please see attached comments on the NVTA FY2020-FY2025 Six Year Program from the City of Falls Church Planning Commission.	Yes
Email	5/22/2020 15:32	Falls Church Planning Commission via Chair Andy Rankin		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good Afternoon, Please see attached comments on the NVTA FY2020-FY2025 Six Year Program from the City of Falls Church Planning Commission.	Yes
Email	5/22/2020 3:31 PM	John B. Hall		NOV-002	Arlington W&OD Trail Enhancements	I support the W&OD trail enhancement project. This is a vital and popular resource to the community for both recreation and transportation, and it is deserving of our investment. Thank you!	Yes
Email	5/22/2020 15:30	Eric Phillips		NOV-002	Arlington W&OD Trail Enhancements	To whom it may concern - I am a long time resident of Arlington County and an avid runner who uses the W&OD Trail quite often. I am writing to you today to voice my support for the widening project that is currently under consideration. As you are aware, the trail receives heavy use, and space is becoming a factor. I have personally witnessed near misses between cyclists and runners, and sadly, not everyone abides by passing courtesies which increases risk. This is an outstanding initiative the deserves approval.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 3:19 PM	Chris Mehrabi		NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the Northern Virginia Transportation Authority: I am writing in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program. I use the trail on a daily basis, and i can tell you that well before corona virus times, the trail was way to crowded to be safe for the multiple modes of transportation for which the trail is used. I primarily use the trail for my own exercise or commuting but I also like to take my children there, teach them how to ride a bicycle and teach them to appreciate the outdoors. The trail is so congested, that this simply is not safe today. Further, the trail is used for commuting purposes by a huge number of people who do not have an alternative to public transportation. Failure to widen the trail will push these people into the streets where it is not safe for them to walk from their home to a far away bus or metro stop. All the opposition to this plan can be mitigate through effective execution and offsets. There are those that always oppose progress in any form. Please do not listen to a vocal minority and ensure we do what is best for the quality of life of the vast majority or Arlingtonians.	Yes
Email	5/22/2020 15:14	Katharine G. Hayes	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will greatly increase the number and type of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Please fully fund this much needed grant. Thank you, Kitty Hayes	Yes
NVTA Website	5/22/2020 15:08	Jennifer Hudson	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: No to Van Buren extension.	No
Email	5/22/2020 3:01 PM	Yvette Ragland		DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	My name is Yvette Ragland. I am a resident in the town of Dumfries. In a few words I am in absolute favor of widening the particular corridor through our town along N. Fraley Blvd/Rte 1. Our small town is making every effort possible to see this happen in making positive change. We are asking for funding to help make this much needed project a success for everyone. We don't want our town to just be a bailout drive through from I-95. The widening will create an opportunity for our town to grow in tourism as well to help people meet their destinations in a timely fashion. We need your help. Please make my comments heard in making the Town of Dumfries grow. We are the oldest continuously chartered town in the state of Virginia and we would like to see great things happen. We need funding. Thank you for your time	Yes
Email	5/22/2020 2:55 PM	Cathy Helm	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Cathy Helm Fairwood Lane, 22046 As a resident in the Shreve Road community, I Am writing to give my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. The design of this road and lack of protection puts our families in danger on a pathway used in my community daily. The road is used as a major cut through between Route 7 and Lee Highway to gain access to the metro, I-66, I-495, and other key transportation arteries. Moreover, it Crosses a the Washington and Old Dominion Trail, a heavily used pathway for people to walk and ride bikes. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will further increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.	Yes
Email	5/22/2020 2:51 PM	Arlington Chamber of Commerce via Scott E. Pedowitz	22201	ARL-017	Arlington Cemetary Wall Trail	To the Northern Virginia Transportation Authority, Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority's Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 2:51 PM	Arlington Chamber of Commerce via Scott E. Pedowitz	22201	ARL-015	Rosslyn Multimodal Network Improvements	To the Northern Virginia Transportation Authority, Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority's Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz	Yes
Email	5/22/2020 2:51 PM	Arlington Chamber of Commerce via Scott E. Pedowitz	22201	ARL-014	CC2DCA Intermodal Connector	To the Northern Virginia Transportation Authority, Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority's Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us.	Yes
Email	5/22/2020 2:51 PM	Arlington Chamber of Commerce via Scott E. Pedowitz	22201	VRE-011	VRE Crystal City Station improvements	To the Northern Virginia Transportation Authority, Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority's Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz	Yes
Email	5/22/2020 2:51 PM	Arlington Chamber of Commerce via Scott E. Pedowitz	22201	ARL-019	Ballston-MU Metrorail Station West Entrance	To the Northern Virginia Transportation Authority, Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority's Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz	Yes
Email	5/22/2020 21:26	Leticia Oliveria	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/22/2020 14:47	Leticia Luna		NOV-002	Arlington W&OD Trail Enhancements	Please widen the W&OD trail!!!! Sent from my iPhone	Yes
NVTA Website	5/22/2020 2:46 PM	Stephen Gutierrez	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: My concerns for the Van Buren Road project lie in safety. If this project comes to fruition, it will almost be in my backyard. It will also allow for almost anyone to access the property. Not to mention the thought of 18 wheel tractor trailers utilizing the road at all hours of the day and night. It just does not seem feasible to spend the funding on this project at this time. I do not think the whole state of Virginia will find this a relevant use of their tax dollars. Please take everyone into consideration, not just certain property owners that would benefit. Not to mention the effects that the current Covid 19 situation is putting upon the financial status of the state. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 14:45	Michael J. Guston	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To the Northern Virginia Authority, As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration, Cordially, Michael J Guston Resident / Shreve Road	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 14:44	Jim Feaster		ARL-014	CC2DCA Intermodal Connector	Please go forward with this project	Yes
Email	5/22/2020 14:45	Jim Feaster		ARL-015	Rosslyn Multimodal Network Improvements	Please go forward with this project	Yes
Email	5/22/2020 14:44	Jim Feaster		ARL-014	CC2DCA Intermodal Connector	Please go forward with this project	Yes
Email	5/22/2020 14:44	Roland Thomson		NOV-002	Arlington W&OD Trail Enhancements	My family converted from car transport to biking for commuting, We use the trail for groceries, to go to the dentist, to go to work, for everything. Unfortunately the pandemic and the increase in trail use has made this a poor choice and we are back to car travel. The pushback from so called environmentalists is disgusting, short sighted, frivolous, and possibly ill informed. A depressing thought that these so called environmentalists could not direct their energy in a more positive arena. Good luck and thanks for trying to improve transportation options in our area. Sure you are well aware that other areas of the country are light years ahead of our locality in encouraging car free environments no matter how much local entities try to spin polls or ratings of dubious value.	Yes
NVTA Website	5/22/2020 14:35	Knapp	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: My comments are in relation to the Van Buren Road Extension. I realize that the extension may ease some overall traffic issues with this area of the county, but with all the other issues in the county caused by COVID19 I think the 8 million dollars can better be spent elsewhere versus a new road. Also, as a resident of Four Seasons who will end up with this road in my backyard I am greatly concerned about future noise and the loss of multiple trees behind my property (we already get enough noise from I95 without adding another 4 lane road in my backyard. If the proposal is adopted please consider placing the road so that minimal trees are lost and also build sound barriers to not only reduce the potential noise but also provide security to our housing area. Thank you for you consideration to our quiet neighborhood! Jeff & Barb Knapp -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 14:29	Peter Llanso	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am writing to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity Application. My family walks and runs daily in the vicinity of Shreve Road to access the elementary school, local retail, and for exercise. We have already seen dangerous close calls between motorists, cyclists, runners, or walkers along Shreve road. We are concerned about both the level and the speed of traffic on Shreve Road. We expect that--as additional development comes to West Falls Church--it will become even more dangerous to pedestrians like us. We believe the investments from this grant are paramount to protect our community and ensure it continues to be able to enjoy access by foot to local trails, restaurants, and the metro without undue hazards to our safety. We hope that the application and grant are approved.	Yes
Email	5/22/2020 2:20 PM	franz	22213	NOV-002	Arlington W&OD Trail Enhancements	Subject: Comment: 20/25 six year program, Project NOV-002 Arlington W&OD Trail Enhancements. This project deserves the strongest support as evidenced by the benefits outlined in the project description. There is, however one very important geographic trail link that is missing from this trail project that deserves similar enhancements and would greatly expand all the benefits of the current project: THAT LINK: THE W&OD TRAIL BETWEEN LITTLE FALLS ROAD AND THE LEE HIGHWAY TRAIL BRIDGE This trail section is an old single eight foot wide asphalt remnant of the original W&OD trail cross section. It lies within Arlington County and will connect across Little Falls Road to the greatly enhanced and widened dual trail section coming through Falls Church from the west. It represents an abrupt and dangerously restricted transition in trail capacity by suddenly throwing a mixture of pedestrian and bicycle together – from a divided superhighway onto a two lane country road. Without this added section the current project may only claim "first/last mile" benefits from one direction; with it the project can claim those benefits from both East and West. In addition to the transportation issues raised by this trail section, the Northern Virginia Park Authority (and Arlington Parks) should see in this property the opportunity to further their natural resource protection and enhancement mission. The trail right of way in this section is currently largely an untended tangle of invasive shrubs and vines. Furthermore, it features what might be called the "Headwaters of Four Mile Run". It should be exploited as a potential pocket park with special riparian features. This short section of trail embraces every one of the deficiencies ascribed to the large trail section currently included in this project while promising benefits out of proportion to its small footprint and potentially small cost. SUMMARY: Project NOV-002 should be expanded to include the W&OD trail and right of way section between Little Falls Road and the Lee Highway trail bridge. Respectfully Submitted: May 22, 2020	Yes
Email	5/22/2020 14:16	Paul Levett		NOV-002	Arlington W&OD Trail Enhancements	Hello, I support "Arlington W&OD Trail Enhancements" sponsored by NOVA Parks. Please fund the trail widening improvements. I ride the W&OD trail on a bicycle towing my daughter in a trailer, separating the pedestrians and cyclists would make for a safer experience. Thank you for your consideration. Paul Levett	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 14:14	Carly Rhyne	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Carly Rhyne 22046 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. My family and I use this pathway daily in the summer months for access to our community pool, local restaurants, and shopping. The path runs dangerously close to Shreve Rd and lacks any sort of barrier or set back to protect pedestrians from the sharp turns and heavy traffic of the road. Tragically, a mother and member of our pool was fatally struck on the path last year, and we have witnessed multiple vehicle accidents on that section of roadway since that time. There is a major residential and retail development underway at the corner of rte 7 and Shreve, and this will drive even more pedestrian and bike traffic to use this section of pathway. This grant is urgently needed to put in place critical improvements in order to make the pathway safe for the community to use. Thank you	Yes
NVTA Website	5/22/2020 2:02 PM	Kiran Uppal	22191	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Zip code: 22191 Six Year Program Written Comment: The Route 1 lane widening will reduce congestion and improve safety, operations and accessibility for drivers and pedestrians. This project will help the economy by allowing for reduced commute times and opportunity for new growth, ultimately resulting in greater income for local businesses. --	Yes
Email	5/22/2020 13:57	Jack and Vickie	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Our main objections to this project are for the following reasons: 1. Security as this will no longer be a private gated community. This will open it up to all vehicles and will literally be in our backyard. 2. Cutting down all of the trees to build this road will increase the noise level from I-95 and Route 234 if this new proposed road is built. We will also have noise from the new proposed road. 3. We do not know what will be built along this proposed highway. We have been told that warehouses will be built and this road will be open to all truck traffic. 4. Since the HOT Lanes were opened the traffic getting off of I95 onto 234 appears to have decreased, because there is another place to exit 195 and not get on 234. 5. The natural habitat for the many animals, birds and wildlife that live in the forest area that will be cut down will be destroyed. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 13:54	Daniel Huddleston	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Daniel Huddleston Dear Sir or Madam: As a resident in the Shreve Road community, I write to share my STRONG support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro, retail and for exercise, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, and a pedestrian death. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. 1. The area needs a wider rodeway, curb and gutter and protected sidewalks. Curbs in this area would help to protect but so would guard rails and or protective plants, and or road changes/widing. There are either no sidewalks or they are in very poor condition walks/trails (especially around the Vulcan Concrete entrance, City of Falls Church Maintenance yard, VFW and Representative Don Beyer's property). 2. The area where the WO&D trail crosses Shreve road is extremely dangerous. At the trail you have two streets intersecting Shreve road and a very sharp turn, from which no matter what direction you are coming you can only see one direction of the trail traffic. The trail needs to either go under Shreve Road or above Shreve road traffic to make it safe. Shreve Road is a major cross thru between Lee Highway and Route 7 two major highways, it's traffic has only gone up. The pedestrian/bike traffic on the trail has increased dramatically also. You had a perfect opportunity to take it under the road when you redid Shreve Road 15-20 years ago, but your design was only looking at the road, and not the community. This is your chance to correct your own poor and short sighted planning. It's time to step up before we have more pedestrian deaths. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/22/2020 1:41 PM	Jill Niehus	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Jill Niehus As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. I am especially concerned about the safety of Shrevewood Elementary, there are no guarded crosswalks at all. I've seen a child almost get hit while crossing to their side of the neighborhood after school let out and if I hadn't laid on the horn very loudly, I feel like she would have gotten severely hurt or died. A lot of the kids walk or bike ride to school without parental supervision and it is a disaster waiting to happen. There needs to be cross walks with crossing guard or a pedestrian bridge so our kids don't get killed like the horrible accident last summer where the mom walking with her son was killed around the bend. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you so much for you help with this issue.	Yes
NVTA Website	5/22/2020 13:40	Jay Spiegel	22121	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Zip code: 22121 Six Year Program Written Comment: The project on Richmond Highway from the Costco store to Fort Belvoir is the highest priority and should be done as soon as possible. I object to the underground wiring proposal for Richmond Highway because it requires Northern Virginia taxpayers to tax themselves to get it done. Northern Virginia is the economic engine for the entire Commonwealth and its taxpayers shouldn't be required to tax themselves to gain needed infrastructure improvements. We've done that before with the sales tax and it is an inequitable approach. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 13:37	William L. Valente	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. I have two young children and I'm scared for there safety every time we Attempt to cross at the intersection of the bike path or at the start and end of the elementary school. We were very excited to hear of the proposed improvements not now we are being told that without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Respectfully, Billy	Yes
Email	5/22/2020 1:22 PM	Michael R. Santoro Jr		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am in full support of this project. As a resident of this community, Shreveport Road to our link out of the neighborhood to Metro, Retail, etc. We need a safe road for automotive, pedestrian and bicycle traffic.	Yes
Email	5/22/2020 1:14 PM	Marybeth Nassif	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. My kids use the path from Poplar Heights Pool to Lazy Mike's often during the summer and school year. After the death of a woman last year we and many parents have been discouraging the kids and families from walking along the path to the Giant, Lazy Mike's and other establishments. This is sad that we cannot walk to local establishments because it is unsafe. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Marybeth Nassif	Yes
NVTA Website	5/22/2020 13:11	Philippe DuChateau	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 1:06 PM	Monica Morin		NOV-002	Arlington W&OD Trail Enhancements	Hello, I live in Waverly Hills Arlington and am a jogger, walker, dog-sitter, and cyclist in the area. Please widen the trail! I bike through this area to go to fall church and visit small businesses. I dog sit for a homeowner on the trail in Dominion Hills Arlington. More paths for non-motor vehicles everywhere please! Climate change is real and trees can be replaced/planted/compensated for. Thanks, Monica (bicycle commuter all the way to American University from Arlington!)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 12:57	Joyce Santoro	22043	Other	Other	On May 22, 2020, at 12:35 PM, Shreve Road Group <info@shreveroad.org> wrote: View this email in your browser As a reminder, Sunday is the deadline to email support statements for the Shreve Road grant. There is only funding for 36% of the applications, so we need your voice! Dear Neighbors, We need your help. The Northern Virginia Transportation Authority (NVTA) is considering a $6.9 million transportation grant to make improvements along Shreve Road from the W&OD to Route 7. This grant would make needed pedestrian improvements, including at the dangerous turn near the Vulcan factory. Public support is an important factor and funding is competitive. Can you take a few seconds to send an email for Shreve Road improvements? Please send an email to the address below expressing your support for the West Falls Church application. It doesn't have to be long or detailed, but below is a sample letter that you can customize with your perspective. Be sure to include your first and last name and zip code. Sample Email: Send to: SYPcomment@TheNoVAAuthority.org Subject: Suppo SYPcomment@TheNoVAAuthority.org	Other
Email	5/22/2020 1:00 PM	Karen & Dave Moya	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Karen & Dave Moya As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are desperately needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, and the accident which killed a mother who was walking with her son to get ice cream. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. In addition, closing off certain nearby cut through streets, such as Allan Ave will reduce the number of cars using Shreve Road. This is a neighborhood street which is heavily trafficked and no one obeys the speed limit. Children wait outside for the bus with cars flying by without a care. Great improvement is needed for shreve and closing off heavily trafficked nearby streets will decrease the traffic on shreve. Please help our neighborhood! Thank you, Karen & Dave Moya	Yes
Email	5/22/2020 12:56	John B. Strother	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Full Name: John B. Strother As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 12:54	Erin Potter	22207	NOV-002	Arlington W&OD Trail Enhancements	Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. ARL-19 - Not perhaps quite as sexy as brand new walking and biking connections-- but this region doesn't work well without high quality transit. Given the anticipated growth in Crystal City, this is a smart and necessary investment. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter Arlington, VA - 22207	Yes
Email	5/22/2020 12:54	Erin Potter	22207	ARL-019	Ballston-MU Metrorail Station West Entrance	Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. ARL-19 - Not perhaps quite as sexy as brand new walking and biking connections-- but this region doesn't work well without high quality transit. Given the anticipated growth in Crystal City, this is a smart and necessary investment. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter Arlington, VA - 22207	Yes
Email	5/22/2020 12:54	Erin Potter	22207	ARL-014	CC2DCA Intermodal Connector	Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. ARL-19 - Not perhaps quite as sexy as brand new walking and biking connections-- but this region doesn't work well without high quality transit. Given the anticipated growth in Crystal City, this is a smart and necessary investment. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time,	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 12:54	Erin Potter	22207	ARL-015	Rosslyn Multimodal Network Improvements	Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. ARL-19 - Not perhaps quite as sexy as brand new walking and biking connections-- but this region doesn't work well without high quality transit. Given the anticipated growth in Crystal City, this is a smart and necessary investment. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter Arlington, VA - 22207	Yes
Email	5/22/2020 12:54	Erin Potter	22207	ARL-017	Arlington Cemetary Wall Trail	Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. ARL-19 - Not perhaps quite as sexy as brand new walking and biking connections-- but this region doesn't work well without high quality transit. Given the anticipated growth in Crystal City, this is a smart and necessary investment. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter	Yes
Email	5/22/2020 12:52	Melissa Kirk	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Melissa Kirk As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you, Melissa J Kirk	Yes
NVTA Website	5/22/2020 12:51	Jeniffer Ledbetter	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: The proposed project for Van Buren Road Design will cause traffic congestion, lower property values, decreased community security, noise, risk to our child getting to/from school, and risk to families to part in outdoor activities (walking, biking, etc.) This month (May 2020) a nearby resident lost her life walking her dog on Cardinal Drive as a result of a reckless driver. Please reconsider this proposed project. I request that you seek public comment on a alternative solution or form a working group with affected residents of the community to develop alternative solutions. I would be glad to participate. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 12:45 PM	Lynn Eberhardt	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Shreve Road would benefit from a few stop signs at intersections such as Gordon Rd, Pinecastle Rd, and Virginia Lane. The solution to the speeding issue is simple. I don’t believe it requires such a large budget. Regards, Lynn Eberhardt	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 12:40	Adam Dumey	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Adam Dumey 22043 As a resident in the Shreve Road community (I live off Hillsman Street), I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/22/2020 12:27 PM	David Goodman		NOV-002	Arlington W&OD Trail Enhancements	Please register my support to fund this NOVA Parks project to widen and upgrade the W&OD Trail from East Falls Church to Arlington Blvd. The W&OD trail is already going to be widened through most of Falls Church and even across Lee Highway into East Falls Church. And for good reason. NOVA Parks recognizes that these stretches of the W&OD Trail are extremely popular and that popularity is leading to problems, such as degradation of the shoulders and even collisions. People all experience the trail in their own ways and for their own purposes and NOVA Parks wants to help them all have a pleasant experience. The W&OD serves as a legitimate transportation corridor in its own right and is entirely deserving of regional transportation funding. NVTA should support this goal with funding to help NOVA Parks implement this next stretch of their plan. PS: Please don't be intimidated by people who are fearful of loss of vegetation and tree cover. They know that their anxieties over tree canopy loss should really be focused on what's happening on private property. But since they're unable to affect change there, they instead focus their energies on something like trail projects where they can influence the outcomes. The impact that trails projects like these have on the overall canopy in any given jurisdiction are minimal to non-existent. Arlington will require canopy replacement with native trees that will in time surpass what's out there today. And the whole community will benefit from these improvements. Including those who fret over the fate of trees. I know you will do the right thing. Thank you for considering this project. David Goodman Arlington VA.	Yes
Email	5/22/2020 12:19 PM	Jeremy Hancock	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	On behalf of the homeowner, civic, and community organizations working to expand multimodal transportation options and improve safety in the West Falls Church area, I write to express strong support for the West Falls Church Multimodal Improvement application. The investments would address critical needs for pedestrian safety and multimodal transportation capacity. Safe connections along Shreve Road provide an important path for our community to access the metro, nearby retail, and the W&OD trail. Last year, our community conducted a survey of residents to understand their top priorities when it came to transportation improvements along Shreve Road. A top concern for our community was the safety of the pathway this grant seeks to address. As commercial development expands at the intersection of Shreve Road and Route 7, it not only increases demand for vehicle activity, but will increase pedestrian and bicycle trips. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Without transportation improvements, the combination of more cars and pedestrians is deeply worrisome. Last year, a vehicle killed a pedestrian on this sidewalk. Sadly, a vehicle on a sidewalk in this area is not unique as we’ve witness multiple accidents just in the last year. While VDOT recently reduced the speed limit, it is insufficient. For many neighbors, this pathway is their only walkable option to the metro. Improved transportation infrastructure would provide safety for our community and encourage multimodal transportation by balancing the needs of pedestrians and vehicles. As commercial development expands in the community, the best way to address community safety is to make timely investments in transportation that align with the timing of increased demand. Jeremy Hancock Shreve Road Community Working Group ShreveRoad.org 22043	Yes
Email	5/22/2020 11:43	Roslyn		ARL-019	Ballston-MU Metrorail Station West Entrance	I support the Ballston West Entrance. It seems like this has been planned for ever. I do hope we will get the funding. Most of the office building and apartments are located at the West End of the station. I hope that a traffic light is planned for the intersection of Vermont and Fairfax Drive once the new entrance is completed. Fairfax Drive is very heavy with cars heading to 66.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 11:41 AM	anitampsb		NOV-002	Arlington W&OD Trail Enhancements	NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING!	No
NVTA Website	5/22/2020 11:09	Mary Wheeler	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Do not fund the Van Buren Road in Dumfries. The traffic noise from 95 in our neighborhood , Four Seasons, is already horrible. Also, our security is already threaten by ATV riders and this will allow more non-residents to come into our neighborhood. Thirdly, we already pay too much in taxes. And – finally Prince William Co. has too much development. Roads do not alleviate traffic, they add more traffic and pollution. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 11:06	Ray Lawrence		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community (I live next to Shreve road, across from the Popular Hts Rec swim and tennis club, in sight and earshot of the bike crossing on Shreve road) I am giving my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. -- Transportation improvements along this stretch of Shreve Road are clearly needed As if multiple near misses of people (FAMILIES crossing Shreve road to go to pool), car crashes at the bike crossing are not sufficient to warrant improvement, the death of a woman walking with her son (IN the marked crossing area by the cement plant) warrant expenditure of funds and effort to increase safety. In addition to the woman killed (on the outside of a turn with no guardrail), in time a bike rider of pedestrian will be killed crossing Shreve. Shreve road is treated like a speedway by many; it has NO stoplights between route 7 and Lee highway.. Construction trucks ROUTINELY use Shreve road. Falls Church city is expanding its office and living space dramatically with the multiple ongong and new construction projects; The city is doing NOTHING to improve route 7; Future, route 7 (already paralyzed with traffic many times during the day from 495 to Lee highway in the center of Falls Church), will become much worse. Given that nothing is being done to improve route 7, traffic on Shreve is sure to increase even more. The people living on or near Shreve should not have to sacrifice their lives to let others drive to the expanding West Falls Church commercial and residential areas.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 11:00	Gillian Burgess		NOV-002	Arlington W&OD Trail Enhancements	I am writing in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program. My family and I use this segment of the W&OD Trail often: it is a safe bike route to many destinations, including multiple Arlington Public Schools, parks, and community centers. It happens to be part of our bike route to my son's best friend's house. We also use it for recreation - walking or biking for fun or fitness. The separation from cars on this segment makes it one of the most attractive places to bike and walk in Arlington. But that attractiveness has led to congestion - more people use the trail than it was built for. Arlington should be excited by the numbers of trail users: people are getting around Arlington without cars, are improving their health, and are building our community. I often see friends when I'm riding on the trail, and it is a joy to ride along with them or wave hi as we pass. The congestion is particularly harmful for my kids -- because the trail is so full, it is not a safe place for kids more novice bike riders and for kids who have a harder time paying attention while walking. I've heard from other people with mobility issues that the congestion makes them feel particularly uncomfortable on the trail. When people are uncomfortable on the trail, they choose other ways to get to their destinations - which often means driving on our neighborhood streets and I-66. My family bikes a lot, but even we have chosen to drive on I-66 rather than bike on the trail, because the trail was too crowded to be safe or time efficient. Widening the trail will reduce congestion on I-66 and other streets in Northern Virginia. This congestion comes at an affordable price. I fully support the analysis from your staff that this project would have significant Congestion Reduction Relative to Cost - if anything, I think staff understated the congestion reduction. I recognize that you have heard from a vocal minority of Arlingtonians who oppose this project. I also trust that you know that their claims are unfounded and inappropriate for this part of the process. As you know, NOVA Parks has not designed the trail widening, because it does not yet have funding for the project. Thus, we do not know exactly what impact the designs will have on the natural environment. We do know that the trail sits largely below power lines, with significant distances between what is now paved and any trees or natural area. Thus, it stands to reason that the few trees and natural areas would be impacted. We also know that the designs for this project will be required to comply with federal, state, and local environmental protections. We know that a similar project in Falls Church will improve stormwater mitigation, because it will mitigate not only the new width of the trail, but also the existing trail, which was built before stormwater requirements. We know that NOVA Parks and Arlington County staff have both considered the safety of trail users in recommending this project. We also know that the design process will include robust public engagement and an alternatives analysis, and that the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority.We cannot lose sight of the benefits of this project. Widening the trail will allow more people to get around without a car, which will reduce emissions and demand for asphalt elsewhere in the County. In other words, widening the trail will have environmental benefits. Consistent with Arlington's commitment to Vision Zero, widening the trail will improve the safety on this important part of Arlington's transportation network. Widening the trail will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion today, which will bring public health benefits and help build community. Funding this project is an early step in a process that has environmental safeguards built in, which will both minimize the environmental burden and ensure that the congestion mitigation and other benefits outweigh any impact. If the trail is not widened, we will need to rethink the bike routes envisioned in the Bicycle Element of the Master Transportation Plan, and will need to find more space on roads for safe and comfortable bike infrastructure. This process would involve difficult trade-offs, like reallocating space currently used for parking or travel lanes, or even widening roads. Importantly, this alternative would likely be far more expensive than the current project to widen a trail. Approving this resolution is fiscally responsible.For these reasons, I support NVTA funding the application by NOVA Parks for the Arlington W&OD Trail Enhancements. Thank you for your time and your service.	Yes
Email	5/22/2020 10:37 AM	Elisabeth Somerville	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am a Falls Church, VA resident. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/22/2020 10:37 AM	Elisabeth Somerville	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I am a resident of Falls Church. I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/22/2020 10:35	Lee and Ellen Yarborough	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	The Van Buren Road planned extension will have dramatic negative effects on three new communities in the Potomac District of Prince William County, Virginia of over 1000 single family homes: Four Seasons, Copper Mill Estates and Cardinal Grove. This extension was planned some 40 years ago when there were no communities built in its path. Now this planned road will go through the backyards of two communities and right down the middle of another. These three communities just learned on May 18 of the NVTA's public comment period which began on March 13, giving affected neighborhoods only six days to reply and many are not aware even now of the comment period. We live in Four Seasons, an over 55 community of 800 single family homes, where 77% of the residents are over 65 years of age. If the Van Buren Rd is extended, close to 80 homes will be directly impacted by having a four lane divided highway with bike and walking paths appear in their backyards instead of trees, giving dangerous access to their homes. In addition, an industrial park is being planned in this area right in their backyards. Also, the road will cut off part of Four Seasons paved walking trail used by many in the community. This highway will be used by all types of vehicles including 18 wheelers. With the planned bike and walking paths it will become an unmonitored back door access and an easy walk into our community, which is a safety issue. We believe all residents will experience the negative implications of this project, whether or not their homes back up to the new Van Buren Rd. As for Cardinal Grove, this four lane highway will go right down the middle of this all age community with many children, a dramatic negative impact to all living there. We strongly urge the NVTA not to approve the Van Buren Rd extension. Regards, Lee and Ellen Yarborough Dumfries, VA 22025	No
NVTA Website	5/22/2020 10:14 AM	Andy Greenwood	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: This sounds like a great idea and fully support the using of our trails in a safe manner. Anyone who walks will have a seperate safe way to do so while cyclists can safely bike on their own path as well. Glad to see this project and hope that it is approved as described. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 10:12	Colt Gregory		NOV-002	Arlington W&OD Trail Enhancements	The Arlington County Board approval of November 19th Resolution of support for NOVA Parks application to the Northern Virginia Transportation Authority (NVTA) Item appeared as a Consent Item on the County Board Agenda providing various County Commissions little opportunity for consideration or comment. Moving forward I have several concerns with the Arlington portion of the project. Issues include improved Public, Civic and Commission engagement, safety of non-bicycle travel, trail widening within Arlington's Resource Protection Areas, increased water volume and flood risk associated with construction of impermeable surfaces for the trail, adverse impact on immediately adjacent natural areas and increased sediment flow into Four Mile Run during rain events. This project widens the trail considerably and changes its nature. It moves from being a multipurpose shared use trail into a major bicycle transportation road. More bicycle trail space means more bicycles at faster speeds, that may endanger other trail users. To obtain the additional space needed for the bicycle road, the project footprint affects and moves into protected Resource Protection Areas , parks and adjacent natural spaces. There are certainly bottleneck sections of the W&OD where improvements would aid trail flow and enhance walker/jogger/stroller safety. However, wholesale widening, essentially creating a separate road for bicycle traffic, is not warranted at the expense of other trail users and our adjacent natural areas. I do not support the inclusion of Arlington in trail widening proposal without due consideration of safety and environmental impacts. A less aggressive design and increased the public engagement in the process is required before moving forward. Colt Gregory	No
NVTA Website	5/22/2020 9:58	Margaret Lluy	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I would like to see the Van Buren extension project moved higher in priority. I live in Montclair and our community has the only cut thru from cardinal to 234. The volume of commuters speeding through Monclair to avoid congestion is dangerously high. Although 234 is about 1 mile from my house, there are times I have to wait behind 50 cars to turn left onto 234. When it takes me 10 minutes to drive a mile, I know 95 South is backed up. But it's not only traffic that is a problem but also nouse, speeding and distracted drivers not seeing our children and not seeing 4 way stop signs. Please consider a higher priority for the Van Buren extension. Thank you. --	Yes
Email	5/22/2020 9:38	Mary Burke	22204	NOV-002	Arlington W&OD Trail Enhancements	NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. NOVAParks failed to hold a meaningful, transparent and broad-based public engagement process regarding this project before submitting its funding application to NVTA. Denying this application will hopefully now compel NOVAParks to hold such a process so that we as a community can address the issues identified above, as well as other relevant issues, and determine an appropriate approach with substantial community input and support before this project moves forward. Thank you. PLEASE REJECT THIS REQUEST FOR FUNDING!	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/22/2020 9:27	Joelle Rodet	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. NOVAParks failed to hold a meaningful, transparent and broad-based public engagement process regarding this project before submitting its funding application to NVTA. Denying this application will hopefully now compel NOVAParks to hold such a process so that we as a community can address the issues identified above, as well as other relevant issues, and determine an appropriate approach with substantial community input and support before this project moves forward. Thank you. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/22/2020 6:15	Robert Durham	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Van Buren Road North Extension: Van Buren Road between Dumfries Road (Route 234) to Cardinal Drive. It important the Van Buren Road North Extension get funded to relieve the already congestion of traffic passing through Montclair on Waterway Drive. With the additional construction occurring South of Cardinal Road near Benita Fitzgerald Drive and along 234, Waterway Drive will have even more traffic which will increase que times, traffic backups, accidents, endangering bicycling and foot traffic especially children going to and from schools and parks. This increased in traffic queuing and slowdown of the traffic flow along Waterway, Cardinal and 234 will increase the air pollution for the local area as well as the County and noise in the neighborhoods along Cardinal and 234 . It is important to have all neighborhood be safe and healthy. The extension will benefit all of Prince William County and local Cities.	No
NVTA Website	5/22/2020 3:51 AM	Nancy Therriault	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Van Buren Extension MUST be done. Waterway Dr has become very dangerous to the residents of Montclair. Montclair has always been a community uses the sidewalk along waterway to walk, run, stroll small children etc. We have two elementary schools on Waterway. People speed at ridiculous speeds. Waterway was never meant to be a way to get to 234 quickly. As I am sure you know a pedestrian was just killed walking her dog on Cardinal Drive. Something needs to be done and not postponed before another awful incident occurs in Montclair. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/21/2020 11:47 PM	Katherine Freshley		ARL-019	Ballston-MU Metrorail Station West Entrance	I'm writing to the NVTC in support of opening a west entrance for the Ballston METRO station but would prefer that it is located west of Glebe Rd and not at Glebe and Vermont St. Since moving to Ballston in 1973 and serving on the Ballston Sector Plan Committee and many other planning committees and our civic association, a second entrance at the west side of Fairfax Dr and Glebe Rd has been proposed. I was disappointed that it was not built as part of the new Marymount University complex. Having a safe way to cross Glebe Rd and enter the METRO on the west side, while more costly, would serve more riders. Please reconsider and relocate this second entrance on the west side of Glebe Road.	Yes
NVTA Website	5/21/2020 11:20 PM	Randy Painter	22201	ARL-019	Ballston-MU Metrorail Station West Entrance	Zip code: 22201 Six Year Program Written Comment: I am writing to support Application Number ARL-019 for consideration by the Northern Virginia Transportation Authority (NVTA). This project is being considered for regional funding, and funding of this project will have tremendous benefits to the Ballston area. A new metro entrance for the Ballston-MU metro stop will improve accessibility to the metro station, and will promote multi-modal transportation and walkability in an area that has high vehicular traffic congestion, particularly given its proximity to I-66. This is an area with a lot of growth, and it will be critical that the new members of our community, as well as the current community, are encouraged to use the metro. It will be particularly helpful to residents and businesses west of Glebe Road, which is less friendly to foot traffic. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 10:35 PM	Julie Holzhueter Srey	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Julie Srey My house borders the Washington and Old Dominion Trail, approximately 150 yards from Shreve Road. As a resident of this community, I am writing to express my very strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. My family and I routinely walk along Shreve Road to get to the West Falls Church Metro station, and to access businesses along Shreve Road, Gordon Road, and Leesburg Pike (especially the deli and the grocery store, both located at the corner of Shreve and Route 7). We also walk to church services that are held at George Mason High School. Improvements for pedestrians are greatly needed along this stretch of Shreve Road, particularly given the number of cars and our two very young children who don't always understand why they need to hold our hands instead of running ahead of us. With upcoming commercial development, traffic is going to become more dense on this stretch of Shreve Road, which will only increase the safety concerns and perhaps make it less viable for us to continue to walk to our destinations. This grant will make needed safety improvements so I and my family can enjoy walking in this part of our neighborhood and patronizing the local businesses without needing to use our car. On a lighter note, this grant will also thrill my daughter, who likes to go on "ad-bench-ures" and find benches to sit on. If this grant is awarded and the plans for new benches are implemented, she will be able to have many more "ad-bench-ures" very close to home! Thank you for your consideration.	Yes
Email	5/21/2020 22:04	Susan Kauffman	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community and a home owner whose house is on Shreve Road, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, including one fatality of a pedestrian. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. As it is, there are times during the day when it is almost impossible to cross from one side of shreve to the other without running for your life!! Expanding commercial development and apartment residences in 2 locations on nearby Broad Street will increase the number of vehicles on Shreve Road exponentially. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you Susan Kauffman 22043	Yes
NVTA Website	5/21/2020 10:02 PM	Constantin Kostenko	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 222071210 Six Year Program Written Comment: I am an active user of the trail section in question and both bike and run on the trail. At least 3 time a week. The trail is under utilized right now as-is. That’s a fact. Only of warm (and not hot) WEEKEND days there is some crowding. And that’s fine. On most days it’s just fine. This should not become a Mecca for cyclists looking for a speed track. Nobody should be going too fast and the current trail structure allows for fast biking if desired. I oppose expansion. For reasons listed below and then some. NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 20:45	Bill O'Brian		NOV-002	Arlington W&OD Trail Enhancements	Nova Parks Authority Board Members and Decision-Makers: I am an Arlington resident who has been walking or running on the W&OD Trail from East Falls Church to Ballston in Arlington for more than 30 years. I now see that the Nova Parks Authority wants to spend several million dollars to widen the trail into two trails and take all sorts of green space and kill trees to do it. Widening the trail is an unnecessary waste of money AND the green spaces/trees are precisely what make the trail the pleasant place to walk, run and bike that it is. Wasting money and killing green space are a negative two-fer. It's doubly bad local governance. Don't widen the trail and degrade the environment with my tax money. Sincerely, Bill O'Brian	No
NVTA Website	5/21/2020 19:21	Don Oellerich	22205	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22205 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/21/2020 19:21	Donna Fagerholm		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	This project needs to take place to relieve the crowded, unsafe conditions that exists not only during rush hour, but also during the day. The Montclair neighborhood has basically become an I-95 offshoot with heavy, speeding drivers endangering the lives of pedestrians and in particular the children who attend the 2 schools on Waterway. This project needs to take place as soon as possible before someone is killed. Donna Fagerholm Dumfries, VA	Yes
Email	5/21/2020 6:10 PM	George Keating		ARL-019	Ballston-MU Metrorail Station West Entrance	Dear Chair Randall and Members of The Authority: The Ballston Metrorail West Entrance, (Application ARL-019) now under consideration as part of NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP) has the support of the Waverly Hills Civic Association. Providing a second entrance to the busy Ballston Metro station, will make Metro more accessible to those living and working in the rapidly developing western side of Ballston and to the residents of nearby neighborhoods like Waverly Hills. Our close-by neighborhood of single family homes, apartments and condominiums is bordered by Rt 66 to the South, Lee Highway to the North, Glebe Rd to the West and Utah St to the East. While Ballston is easily reached from Waverly Hills by walking, biking or by bus, the single entrance station is frequently over capacity during normal commuting periods. Looking ahead, the station will not be able to handle the volume of a major hub of the metrorail system, given the projected growth in population of the area. In addition, as the Lee Highway corridor develops, the population to the north of Ballston will grow, sending even more commuters along Glebe Rd and Utah St. to the Metro in Ballston. Finally, with the expansion of I-66 directing more eastbound bus and car traffic into Ballston, this new entrance will allow regional I-66 buses to reach Metro more efficiently through the local streets. This will speed up buses and increase the number of bus stops that Ballston's currently over-capacity bus depot can support. On behalf of our civic association, thank you for considering funding this long-anticipated project. Sincerely, George Keating President Waverly Hills Civic Association	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/21/2020 18:02	Neal Hunter	22206	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22206 Six Year Program Written Comment: This comment is being directed toward the proposed W&OD Trail Enhancements for Arlington County. I have generally some concern and particularly some questions about the necessity of this project. the proposed widening, which adds ten feet in width of trail in some places and widening bridges is remarkable considering the environment in which the trail exists. Anecdotally speaking, I cycle and walk this section of the trail on a regular basis, and I almost never have an issue with access, congestion, or safety. I don't know if this is a general sentiment, but from my experience on this trail, the expansion is unnecessary. Has there been any analysis or studies done which reveal the need for these enhancements along the trail? It would benefit the public if these studies and justifications were shared. I'll also make a note that having to slow down on a bike and wait for a safe opportunity to pass individuals a few times doesn't seem to me to be a extremely onerous exercise, maybe that is the exception and not the rule. The other considerations that give me even greater concerns is the impact that this enhancement will have on the surrounding environment. Given that this portion of the trail parallels Four Mile Run and numerous other parks in the area, it would seem that this project will almost certainly compromise the waterway, and the way we access and enjoy the parks. It certainly necessitates that this project would result in a greater reduction in flora and canopy cover in the area, something that is invaluable to the area adjacent to the Run, being a flood prone area. I would like to see some assessment on environmental impact on this area and how the county expects to address those impacts so the integrity of the habitat is maintained. Likewise, it would seem that after the previous year's flooding in and along Four Mile Run, this project is equally questionable. We witnessed bridges destroyed and major damages to portions of the existing trail because of that event. Those events are going to return with a regularity and ferocity that we can witness already across the country. Is the county considering those events and its inevitable future costs when it is proposing this widening? How many additional millions will need to be dedicated annually to staving off widespread erosion along the enhancements– which are already taking place in multiple areas, and what is the additional expected cost that will be incurred when these flooding events are revisited? These are pieces of information that are entirely indispensable when considering a project and I would like to see those numbers and estimates shared with the public as well. Finally, I also wonder why this section is the proposed area to receive the enhancements. Along the majority of the proposed project space, there are already existing adjacent trails that could easily accommodate runners, cyclists, and walkers to mitigate the crowding along the W&OD. The Four Mile Run trail already covers a significant amount of space along the proposed project space, why would there not be an effort to encourage specific shifts in traffic of one group to that trail instead of dramatically increasing the existing trail? It would seem to me that the additional capacity already exists along this space and there simply needs to be a campaign to encourage this separation of activity along the existing alternatives. We need to be relentless stewards of our limited green space and canopy cover in Arlington. Every single project that proposes an impact and reduction in that available flora can have impacts on the quality of life for folks in this county and should be vetted to the greatest extent possible. It seems to me at this point in time that the impacts and future challenges this project will cause far outweigh the benefit and significance of the proposal. Until the point at which these concerns are addressed either by expert report and analysis on the above concerns, I don't believe I would endorse such a project. To go forward without public knowledge and access to the forecast and impact analyses would be an abrogation of the responsibility to the citizens of this county. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/21/2020 5:41 PM	Sharon Danner	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	To whom it may concern: We purchased our home in Montclair in 1978. For as long as I can remember there was talk of extending Van Buren through to Cardinal Drive. Now with the existence of Benita Fitzgerald Dr. it is needed more than ever. For years, I have been amazed and angered by the cut-through traffic on Waterway Drive. There is a great deal of speeding in this residential area. There are large trucks. At rush hour it is difficult to navigate the entrances to Montclair. The whole thing is very dangerous. It is extremely important to complete this project. Sharon Danner	Yes
NVTA Website	5/21/2020 17:38	Kathy Scruggs	22205	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22205 Six Year Program Written Comment: I live a block away from the W& OD Trail. I would love to walk there but I find it's too dangerous because of the speeding bike riders. I'm 78 yrs old and have poor balance. When a speedy rider comes up behind me I could just as easily step into his lane as off mine. There has been a tremendous increase in users of the Trail since Covid-19. I think the plan is sensible and just long enough for casual walkers and fast bike riders to coexist. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/21/2020 17:32	Ruth Ogilvie	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Board of Directors of the Four Seasons at Historic Virginia (FSHVA) Homeowners Association opposes the funding of the Van Buren North, Project PWC-025 for the following reasons: 1. Road Planning a. The Van Buren Road North has been on the PWC planning books since 1979. Since then, landowners have changed and the county approved several residential developments (FSHVA, Copper Mill Estates, Cardinal Grove) without considering the impact of a major 4-lane thoroughfare on these communities. b. According to the project description, the project will "play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors". Where is the traffic study to show that this road would provide that easing of congestion? A vehicle driving south on I-95 would have to exit the highway at the Dale Blvd exit, turn on Bernita Fitzgerald Road, drive thru the community there, pass an elementary school at the intersection with Cardinal Drive, thru Cardinal Grove, behind the houses from FSHVA and Copper Mill, enter 234 and cut sharply across the road to reenter I-95. This route has several stop lights which – if not timed correctly – will increase the congestion on these backroads. 2. Community Impacts: a. Traffic on Van Buren North would allow trucks to circumvent the truck stop on I-95 and increase the noise on all the communities along the road. We understand that neither the county nor the state plan to build sound walls which is unacceptable. b. Route 234 is already congested during rush hour due to an ever-increasing number of stop lights and residents of our community are unable to enter 234 due to lanes blocked. c. The project description does not indicate a speed limit which will mean trucks will barrel down the road. d. A major 4-lane road will encourage commercial development on land parcels which are currently landlocked. These parcels are zoned for 'light commercial'. It will not only increase the noise level but pose a security risk for our community providing a 'back entrance' into our gated community. e. Many of our residents paid a premium price to have a house built adjoining forested areas. Our property values will decrease which will have an impact on PWC's tax base. f. The road construction will require cutting down many of our mature trees and will cut off our nature trail since the road will intersect with the trail. We will lose critical habitat essential to the native wildlife and environmentally sensitive areas. g. The currently proposed county road layout raises the height of the road 10 to 15 feet above our homes. Traffic will be highly visible from the impacted homes and decrease the air quality around our community. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/21/2020 17:31	Alyce Padgett	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: My husband and I are in favor of approving the funding for the Van Buren Road design and construction that would take traffic away from Rt 234/Dumfries Rd. This design will eliminate the amount of heavy traffic that is increasing which includes dump trucks and eighteen wheelers on Rt 234/Dumfries Rd. This has become a very dangerous situation based on the facts that a large number vehicles use this road for excessive speed, tailgating and running of red lights, especially the light located at the entrance to the Four Seasons Drive. This design would help to eliminate and maybe save lives. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/21/2020 5:14 PM	Rachel A. Jones	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi, I am Rachel Ackmann (zip 22043). I love along Shreve road and support the grant to improve walkability to falls church city. I walk along the road to mikes deli to get ice cream and should be a fun afternoon adventure cam be I intimidating. I won't let my kids ride bikes bc of how close the sidewalk is to the road and cars often use it as a thoroughfare so they don't slowdown when children are around. I know this project has a limited scope and won't affect much of Shreve, but I hope this is a small step to helping making Shreve more accessible to the community who lives along the road.	Yes
Email	5/21/2020 16:39	WABA via Stephanie Piperno	20009	NOV-002	Arlington W&OD Trail Enhancements	Good afternoon, WABA is writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks. Please see our formal letter attached.	Yes
Email	5/21/2020 16:11	Capital Trails Coalition via Stephanie Piperno		NOV-002	Arlington W&OD Trail Enhancements	Good afternoon, The Capital Trails Coalition is writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks. Please see our formal letter attached. Sincerely,	Yes
NVTA Website	5/21/2020 4:26 PM	Antoinette Ferrara	22201	NOV-002	Arlington W&OD Trail Enhancements	FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING!	No
Email	5/21/2020 16:11	Stephanie Piperno	20009	NOV-002	Arlington W&OD Trail Enhancements	The Capital Trails Coalition is writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks. Please see our formal letter attached.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 15:32	Crista LK	22207	NOV-002	Arlington W&OD Trail Enhancements	NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.	No
Email	5/21/2020 15:15	Michelle	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir/Madam: As a resident in the Shreve Road community, I would like to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. Thank you for your attention to this matter.	Yes
NVTA Website	5/21/2020 14:37	Jonathan Hacker	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm a resident at Four Seasons at Historic Virginia. It's my understanding that you are considering funding the Van Buren Road project. This projected road will change the whole character of our community by bisecting a significant part of our nature trail. This a a beautiful trail with game runs. Our community is an active adult community and our residents find peace and solace walking on this beautiful trail. This project will additionally lower our property values and will have an environmentally disastrous impact on the creeks and wildlife in this area. It's time for the county and state to consider the cost of growth at the expense of the government. It's my understanding that this road will support a few warehouses and provide a shortcut to I-95. I strongly request that you abandon this project. If that isn't feasible, I ask that you work with our community so as to not adversely impact us while accomplishing the project. I also ask that you don't raze all the trees and nature and do this in a environmentally sound manner. Jonathan Hacker --	No
Email	5/21/2020 14:01	Hyatt Regency Crystal City via Derrick Morrow/Elena Sisson	22031	VRE-011	VRE Crystal City Station improvements	I am writing to express strong support for the provision of regional funding to the CC2DCA Intermodal Connector (CC2DCA) and the Virginia Railway Express (VRE) Crystal City Station Improvements in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update.	Yes
Email	5/21/2020 14:01	Hyatt Regency Crystal City via Derrick Morrow/Elena Sisson	22031	ARL-014	CC2DCA Intermodal Connector	I am writing to express strong support for the provision of regional funding to the CC2DCA Intermodal Connector (CC2DCA) and the Virginia Railway Express (VRE) Crystal City Station Improvements in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update.	Yes
NVTA Website	5/21/2020 13:51	James brandelll	22201	ARL-019	Ballston-MU Metrorail Station West Entrance	Zip code: 22201 Six Year Program Written Comment: Regarding: Application Number ARL-019 The proposed additional entrance to the Ballston metro is a needed infrastructure addition to the business district, and I strong urge your approval of this proposal. As a resident of the area, I can see first hand how the additional entrance could help for both businesses and residents. Thank you for your consideration. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 1:29 PM	Brian Gladstone	20112	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Your website (online submission form) is not allowing my comments to go through so I am submitting this through my personal email. I am writing to give my full strong and support to connect Van Buren to Bonita Fitzgerald and Cardinal. This connector is long overdue, was on the plan long ago, and was expected by new residents of the multiple developments and businesses along 234 and Cardinal. There needs to be an alternate path from 234 to Dale City Blvd to reduce traffic issues through Montclair, Waterway Drive, and Route 1, which have dramatically increased due to local development in this area. In addition, this will be beneficial for businesses along route 234, businesses along Dale Blvd towards 395 (which need the support), and for most residents of the local area. This more direct route will reduce congestion (and therefore pollution), decrease the drive time and distance to get from Dale City to this part of Dumfries/Manassas, improve community safety along Waterway Drive, and reduce 234 traffic and noise pollution. It was promised over and over again. It has been neglected for way to long. It is time to get this done. I'm tired of all of the talk and false starts - this has now become a voting issue for me. Thank you for your consideration and support. Sincerely,	Yes
NVTA Website	5/21/2020 1:24 PM	Matthew Wentworth	22203	ARL-019	Ballston-MU Metrorail Station West Entrance	Zip code: 22203 Six Year Program Written Comment: Application Number ARL-019 I STRONGLY support the new entrance at Ballston, and believe it will have an outsized impact on the neighborhood residents, businesses and economy. --	Yes
NVTA Website	5/21/2020 13:24	Golnar Duchateu	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Arlington Tree Action Group (ATAG) is a network of citizens working to preserve and grow Arlington, Virginia's urban forest to keep Arlington green and fulfill the Vision stated in the Arlington County's Urban Forest Master Plan 2004 (soon to be revised) -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/21/2020 13:15	Matt King	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We need the van buren extension and we need it done now. This will help reduce traffic on other roads. --	Yes
NVTA Website	5/21/2020 13:04	Matthew Burch	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I've lived in Montclair for 16 years and the traffic on Waterway has become unbearable. With the Advent of Waze, Montclair has become a shortcut for I-95 traffic. There are two elementary schools on Waterway and pedestrian traffic at all hours of the day. It has become critical that something be done to eleviate traffic through Montclair and funding the Van Buren cut through would be the quickest, safest, and cheapest solution. I anxiously await your response and your position on this matter. --	Yes
NVTA Website	5/21/2020 13:02	Zachary Rodman	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207-2618 Six Year Program Written Comment: In reference to: Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 I am an avid user of the W&OD trail and spend many hours biking and jogging throughout Arlington. I am concerned that the County is proposing destruction of a significant number of trees and environmental features along the trail as noted in the aforementioned application. Please do not do this! Trees and nature are what makes this trail special and so wonderful. Moreover, I have not seen an overcrowding or safety issue that would necessitate such a significant widening of the paved path. In general, I support improvement and maintenance of our trail network, but this is unnecessary and destructive. Please do not approve this. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/21/2020 12:55 PM	Annie normand	22201	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/21/2020 12:55	Jill Kern		NOV-002	Arlington W&OD Trail Enhancements	FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Arlington Tree Action Group (ATAG) is a network of citizens working to preserve and grow Arlington, Virginia's urban forest to keep Arlington green and fulfill the Vision stated in the Arlington County's Urban Forest Master Plan 2004 (soon to be revised)	No
NVTA Website	5/21/2020 12:52	Kathleen Burch	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please fund the Van Buren Road extension! I have lived in Montclair for 16 years and have seen the areas all around my neighborhood grow and the subsequent increase in traffic due to people in other neighborhoods using my neighy as a cut through to access 234, 95 and the shopping centers and resteraunts. Waterway has become very dangerous and we have two elementary schools that have kids crossing this very dangerous road. The extension needs to be completed! --	Yes
NVTA Website	5/21/2020 12:43	Jesse Boeding	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 12:33 PM	Nik Karnik	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Nikhil Karnik 22043	Yes
NVTA Website	5/21/2020 12:32	Terri armao	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/21/2020 12:17	Elizabeth Hussain	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207-1335 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/21/2020 12:16	James Hartley	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207-1210 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Arlington Tree Action Group (ATAG) is a network of citizens working to preserve and grow Arlington, Virginia's urban forest to keep Arlington green and fulfill the Vision stated in the Arlington County's Urban Forest Master Plan 2004 (soon to be revised) -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/21/2020 12:09	Daniel Polinsky	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Zip code: 22046 Six Year Program Written Comment: As a Falls Church resident, and with small kids we like to take down the W&OD trail to get to and from local businesses like Lazy Mike's and to get to the WFC metro, I am indicating my strong support for the WFC Area Access Transit and Multimodal Connectivity application. Making this area safer for cyclists and walkers are crucial, especially after the unfortunate fatal accident that occurred in this area just in the last few months. Our community uses this pathway daily for access, but the design of the road is not conducive to safety and access especially considering the new construction that will happen here over the next few years. I urge you to please grant the funding for this project to benefit this growing area that needs it. Thanks, Danny Polinsky --	Yes
Email	5/21/2020 11:50	Arlington Ridge Civic Association Representative to the Crystal City Citizen Review Council, Susan English		VRE-011	VRE Crystal City Station improvements	I am writing to express strong support for the provision of regional funding to the CC2DCA Intermodal Connector (CC2DCA) and the Virginia Railway Express (VRE) Crystal City Station Improvements in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update.	Yes
Email	5/21/2020 11:50	Arlington Ridge Civic Association Representative to the Crystal City Citizen Review Council, Susan English		ARL-014	CC2DCA Intermodal Connector	I am writing to express strong support for the provision of regional funding to the CC2DCA Intermodal Connector (CC2DCA) and the Virginia Railway Express (VRE) Crystal City Station Improvements in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update.	Yes
Email	5/23/2020 13:24	Susan English & Tom Philson	22202	NOV-002	Arlington W&OD Trail Enhancements	We strongly support funding for widening the W&OD trail in the Carlin Springs area, as outlined in NOVA Parks proposal. Trail congestion causes serious safety problems, and discourages bike commuting, which we need and want. While there is some habitat loss, the trade-off is *heavily* in favor of the widening, for environmental and safety issues.	Yes
Email	5/21/2020 11:14	Veronica Starr	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Veronica Starr I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your time. Veronica Starr	Yes
NVTA Website	5/21/2020 11:07	John Avelis	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm strongly in favor of funding for project PW-025, the Van Buren North road project. North-south road construction in eastern PWC has not kept up with the pace of home building, to the point that any traffic on I-95 causes problems not just on route 1, but on our residential roads that become cut-throughs for dangerous, speeding commuters. Two accidents in the past year have left cars in our neighbors' backyards. Despite the opposition of neighbors who bear none of the burden of this pass-through traffic, this long-promised project is already badly needed and overdue. Thank you for your help! --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 11:04	Peter McSwain	22203	NOV-002	Arlington W&OD Trail Enhancements	Thank you for the opportunity to comment on the FY2020-2025 Six Year Program in general, and NOV-002, enhancements to the W&OD Trail, in particular. With apologies to Joni Mitchell, please don't pave paradise to put up a parking lot. As a long-time, and frequent, biker who uses the affected portions of the W&OD, I fully support improvements for the trail immediately east and west of the Falls Church Metro stop. I do not support doubling the width of the trail for the entire length of the project which will negatively affect the park environment insofar as additional paving — all for the possibility that more people might use the trail if only it was wider. Much wider. Based on my daily observation of the W&OD for many years, commuter traffic is negligible, at least in the Eastern portion of the proposal. This project strikes me as a solution in search of a problem, other than the immediate area around the Metro.	No
NVTA Website	5/21/2020 10:50 AM	Reece Collins	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I would like to encourage the NVTA to approve for funding project application PWC-025, the Van Buren Road extension in Prince William County. This road will provide a much needed bypass for local traffic so that vehicles do not need to use I-95 or local residential roads. Most importantly the Van Buren Road extension will alleviate traffic through the residential neighborhood of Montclair and will divert this pass-through traffic away from local schools where children are frequently walking. I hope that the NVTA will advance this project for funding in the current round of deliberations. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/21/2020 10:48	Diane Huffman	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Waiting on the extension of Van Buren --	Yes
NVTA Website	5/21/2020 10:37	Lee Dorothy	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Fund the Van Buren Road project! We need another route for the ever increasing traffic in our area! --	Yes
Email	5/21/2020 10:28	Jim Coyle		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I would like to see this program funded because it is vitally important for safer pedestrian and biker use of the W&OD bike way. It will also provide an added benefit to the local economies. Jim Coyle Falls Church, VA	Yes
Email	5/21/2020 9:50	Philip Caramanica	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	My zip code: 22025 I am very much in favor of the extension of Van Buren from RT 234 to Cardinal Dr. As a resident of the Brittany subdivision, this project would provide a much needed route for me and my family to visit local business establishments that avoids the congestion on RT 95, especially during rush hours. This route could also reduce some congestion on RT 95.	Yes
NVTA Website	5/21/2020 9:39	Natalie Lichtenfels	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Van Buren extension needs to be done. The cars speeding and cutting through On waterway is a public safety issue. I drive this road everyday and the congestion from people getting off I-95 to use it as a cut through to Cardinal is terrible. We have not 1 but 2 schools located on this road and I have seen many people speeding even with crossing guards telling them to slow down. I understand people need to get places. And, I understand some people don't want this done because they have made walking paths where the extension has always meant to be. But, a walking path isn't worth the life of a child who is just trying to walk to school. --	Yes
Email	5/21/2020 9:23 AM	Joe Brand		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi, my name is Joseph Brand and I live on Hickory Street in Falls Church, VA 22043. I'm writing to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you, Joe	Yes
NVTA Website	5/21/2020 9:21	Jaren Lem	20171	Other	Other	Zip code: 20171 Six Year Program Written Comment: I would like to see public transit in Great Falls, Va and even some more transit options in Vienna, VA. --	Other

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/21/2020 9:11 AM	Trey Austin	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	As a long time resident (20+years) of the Brittany sub-development off of RT-234 to the west side of Van Buren, I would like to encourage the NOVA Transportation Authority to move forward with plans to Extend Van Buren to Bonita Fitzgerald and Cardinal. In my view the extension would relieve significant cut through traffic between Rt-234 and Cardinal via Montclair. In addition, it would provide a more direct path to shopping in and around Potomac Mills from the south side of the county. To improve the project and gain favor w/ the adjacent communities (Four Seasons and Cardinal Green) I encourage the board to limit tree clearing on the west side, maximize the width of sidewalks, and limit or prevent through trucks traffic. I disagree with prior arguments offered during last years preliminary bond referendum screening that this extension would see large quantities of overflow traffic from I-95 since there is no access to I-95 from Cardinal, and the pathway from I-95 to Bonita Fitzgerald includes multiple lights. I also disagree that the adjacent communities will be exposed to significantly more truck noise, since large trucks are routinely heard deep into Brittany from Rt-234. If anything, regulations should be modified to prohibit motor braking and loud exhaust. R/ Wm. H. Austin, III Dumfries, VA 22025	Yes
NVTA Website	5/21/2020 9:12	Antonina Nuzzo	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a resident of Four Seasons, I am deeply concerned about the Van Buren Road project. The noise from 95 and 234 heard in our community is quite loud at times and I'm sure more traffic including trucks coming from 95 and Van Buren will be even worse. This will also be an issue. I'm also concerned about the security of our community with this road. Another concern is the traffic on 234. It is very well travelled now and with this road, I fear more cars, more reckless driving and more congestion including a larger amount of tractor trailers and trucks. How will the trucks be monitored if they get off at Dale Blvd and go up Benita Fitzgerald (which has an elementary school) at the intersection) who will be avoiding the weigh station? Also, I'd it wise to have trucks take that route going by the school? -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/21/2020 9:10	Alberta Mikulka	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As residents of the city of Falls Church and frequent visitors to the Poplar Heights Pool along Shreve Road, we are writing to express our strong support for the West Falls Church Access to Transit and Multimodal Connectivity grant application. This is a heavily travelled corridor and, with the planned expanded commercial developments on the current John Marshall High School and Virginia Tech sites, traffic is only going to get heavier. Currently, the volume of traffic and the lack of visibility at points along this stretch of Shrive Road make for very dangerous conditions for motorists, bicyclists and pedestrians. This route is used daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. Transportation and safety improvements are clearly needed. We urge you to approve this application so that this important project can go forward. Thank you.	Yes
Email	5/21/2020 9:04	Kristen A. Miller	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Falls Hill community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Please fully fund the West Falls Church grant to make the improvements necessary to keep our community safe. Thank you.	Yes
NVTA Website	5/21/2020 8:52	George Bochenek	22042	Other	Other	Zip code: 22042 Six Year Program Written Comment: Good Morning, I would strongly encourage projects chosen to focus on multimodal transportation and pedestrian safety. Several of the projects outlined focus on widening existing roads, which creates dangerous and unfriendly conditions for our community. Instead, let's focus on expanding bike share, making public transit something better than personal vehicles, and protecting our community through better sidewalks, bike lanes, and intersections. Thank you, George Bochenek -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Other
NVTA Website	5/21/2020 8:30	Jennifer Cook	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please move forward with the Van Buren Road project. The Montclair community needs relief from the people cutting through to 234. We have children and the amount of cars that just pass through at alarming speeds are a danger to their lives. The precautions VDOT has taken as not helped. Please please move forward with this project. Thank you for your time. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/21/2020 7:29 AM	Matthew Stenger	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am in support of funding the Van Burren extension project in Prince William county. I own a home and live in the area and that project would have a positive affect for the entire area, our neighborhood, and me personally. Thank you. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/21/2020 6:40	Linda Slonksnes	22306	Other	Other	Zip code: 22306 Six Year Program Written Comment: I live in Memorial Heights. Ever since the large apartment building went in on the corner of Route 1 and Memorial St, more water has been running down Memorial and into our basement. Any continuing work on Route 1 in the area should include tie ins to the storm sewer on all side streets. These streets are old and before the time of the best drainage planning. We all do not have tie ins to the storm sewer and I believe many have water issues. --	Other
NVTA Website	5/21/2020 6:19	Sonya Allen	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please consider funding the Van Buren extension. As a resident of Montclair who has two young children I am concerned over the excessive speeding on waterway. I have lived in this community for three years and have now seen at least 4 accidents where cars have left the roadway and crossed over the sidewalk. Waterway is heavily trafficked with walkers, runners, and bicyclists. The extension would reduce the amount of cut-through traffic and redirect it through a non-residential area. I understand that four seasons residents have some concerns about the noise. As a mother I am concerned about my children's safety and their ability to reach an age that would allow them to be able to live in a neighborhood like four seasons. Thank you for your consideration in this matter. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/21/2020 1:30	Julie Galdo		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To the Northern Virginia Transportation Authority: My name is Julia Hunter Galdo. I have been a resident of the Shreve Road community (in Falls Hill, zip code 22043) for 38 years. During those years I have seen the community change as it has grown from a traditional suburban community to now more of an urban satellite to DC. In my opinion, the urbanization of our area has many benefits, but it also presents challenges that are becoming more and more serious. Over these years I have observed our residents, young and old, increasingly walking and bike riding. With the mixed-use development coming to West Falls Church adjacent to our neighborhood and the Founders' Row mixed-use development also within walking distance, our pedestrian culture will be further encouraged. While increased pedestrian activity is a plus, at the same time it poses serious challenges to our safety. Please allow me to give you my personal experience. Since Lazy Mike's Ice Cream Shop came to the corner of Route 7 and Shreve, I have walked there with my grandchildren several times. Crossing Shreve can be very scary, even at the crosswalk to the bike path. One is never sure the cars realize that pedestrians have a right to cross. We take the bike path as long as possible, since there are no sidewalks on Shreve except for a small portion at the end near Rte. 7. We then turn off the bike path to walk along Shreve – exactly along the path where a woman from our community was killed last summer. Frankly, I am afraid to walk that route again with my grandchildren. While I know that accident was an unusual circumstance of a person under the influence, I have seen other accidents on Shreve. One was at a curve by the bike path crossing to our pool, where a car flipped in front of our eyes. There was another death of a neighbor and friend on Shreve at a curve near Route 7 where her car skidded into a tree during a rain storm several years ago. For years my husband walked to and from the Metro to get to his office at DOT. If he walked to the Metro via Dale Drive, he took his life into his hands crossing Route 7. He had a few scary experiences in those decades. Although Shreve Road would have been a safer route with a traffic light to cross Route 7, without sidewalks he couldn't walk along Shreve, which has been heavily travelled during commuting hours for years. As the area becomes more densely populated, and as more and more people walk/bike and (hopefully) ride Metro, I cannot imagine how our community can function without major improvements on Shreve Road. The City of Falls Church has made plans for its residents to take full advantage of these new developments and Metro by planning for a pedestrian culture. More and more people want – and our environment needs -- a pedestrian culture. We need help from government and its partners to give our residents the same safe environment that will allow us – and residents in the future – to walk and bike, and to use Metro. I am grateful that this grant is being considered and that we could have the opportunity to correct these serious problems. The time is now, with these two developments soon to be operational. If we do not make these improvements at this time, I fear the need for changes will become even more acute. We need the support of our local transportation officials to have equally functional access to these developments and Metro on the Fairfax County side of Route 7 as we have on the City of Falls Church side.	Yes
NVTA Website	5/21/2020 1:04	Tod Ashley	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I support the VanBuren extension. Development in this area has crippled transportation, and Waterway Drive in Montclair now serves as a major artery for cut through traffic. When 95 has issues, hundreds of cars bail out and cut through to get to exit 152 and points south and west. Four Seasons, ironically a newer development affecting traffic, is a staunch opponent. Old folks want their ducks and deer and have the time to lobby against the road by attending middle of the work day PWC board meetings while the rest of us sit in traffic. The worst part is career politician Maureen Caddigan fought for this extension for years while living right here in Montclair. Now that she is retired and living in Four Seasons herself, she opposes it. Typical of a politician, she still loves the limelight of her new neighbors. Help us and the surrounding areas. We need more road capacity. --	Yes
NVTA Website	5/20/2020 23:53	carla Silas	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please vote to fund the Van Buren Road extension. This road has been planned for years and it's way past time for it to be built. Thank you. --	Yes
NVTA Website	5/20/2020 11:06 PM	Ben Willliams	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025-1107 Six Year Program Written Comment: I am not in favor of this connector being placed in the proposed location due to the following reasons: This connector will negatively impact several communities, including the 4 Seasons community, with more air and noise pollution than is currently being experienced. The community of Four Seasons is a gated community designed for over 55 year old residents. The citizens living here choose to live here to remove themselves from the congestion of the Northern Virginia area. Four Seasons now has a brief barrier of wooded land separating it from the I95 noise, pollution and congestion which will be negatively effected by this connector. The property values of this community will be negatively impacted by this connector. Lack of foresight and intelligent thinking with the current growth problems should not be answered by our community. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/20/2020 23:01	Scott Reid	22306	Other	Other	Zip code: 22306 Six Year Program Written Comment: 1. The intersection of Rt 1 and N. Kings Hwy creates its own unnecessary (and perpetual) traffic jam. It really needs fixing. 2. As a S. County resident, it always felt like the money was unequally invested in the western part of the county. It is simply time for some equity. 3. As a safety concern, we need more crosswalks or pedestrian skybridges on Rt 1. Hybla Valley McDonalds/bus stop comes to mind as an example. We have a lot of people who depend on public transportation, and many well-used bus stops would benefit. Avoid tunnels – they are unsafe and they get misused as toilets. --	Other
NVTA Website	5/20/2020 10:43 PM	Laura Osmer-DeMuth	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Pertaining to the Van Buren extension, I feel as a resident of Montclair that the positive impacts from the extension are not at a sufficiently large enough scale to warrant the negative impacts to adjacent neighborhoods, the environment, nor is the hefty pricetag justifiable. Inherently, the juice is not worth the squeeze, and funds should be spent on projects with higher ROI.	No
Email	5/20/2020 10:00 PM	Helen Deloye	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed, as evidenced by the tragic loss of life in this area last summer. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.	Yes
Email	5/20/2020 21:50	Avani Dorawala	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	My name is Avani Dorawala and I live in Highland Estates in the 22043 zip code. As a member of the Shreve Rd community, support transportation improvements along this stretch of Shreve Road, as it is clearly needed. As commercial development expands, more and more vehicles will be on Shreve Road. Therefore, adequate protection for bicyclists and pedestrians is vital.	Yes
Email	5/20/2020 21:42	Kristen Moore		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi, My name is Kristen Moore and I live in a neighborhood off of Shreve Road, zip code 22043. As a resident of this area, I want to voice my strong support for the West Falls Church access to Transit and Multimodal Connectivity application. Improvements to the pedestrian and bicycle pathways along Shreve Road from the W&OD Trail to Route 7 could literally save lives. I will never forget living through the nightmare of having one of our community members killed last year after walking along Shreve Rd with her child. I have two children and we love to bike along the trail and how wonderful it would be to have a safe way to access the West Falls Church metro station. Many people in our neighborhood bike or walk to the metro daily for commuting purposes, but it's clear that this road must be updated to provide adequate protection for bicyclists and pedestrians. I've lived in this area since we purchased our home in 2009. Traffic has increased steadily over the last ten years, and I can't even imagine how much more traffic we will see with the new community planned near West Falls Church metro. Thank you for your consideration to our needs, Kristen Moore	Yes
Email	5/20/2020 21:09	Julie Kuck	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good evening, I would like to se improvements made to the Shrevewood road corridor. This area is used by children walking and biking to school daily. My husband and I also use it to walk to the West falls church metro station. It is currently unsafe and need to be improved. Drivers far exceed the speed limits of 25 and 35 and it is dangerous.	Yes
Email	5/20/2020 21:03	Rebecca Makar	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Rebecca Makar 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection for pedestrians. It is an unsafe intersection for pedestrians as currently designed. Many of my neighbors and my family must drive less than a mile to the metro and pay for parking because we cannot walk there safely. The current 7 lane crosswalk is not safe and drivers barely slow down as they want to turn right on red. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add even more to the number of cars on the road and vehicle trips to reach nearby destinations, including the metro— which is the opposite of what we'd like to do. But without a safe option for a crosswalk, we will have to continue to drive.	Yes
Email	5/20/2020 20:51	Kira Moriah		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, Our names are Kira Moriah and Charles Edel, and we live on Caron Lane in Falls Church (22043). We very much support the proposal for the West Falls Church Access to Transit and Multimodal Connectivity. As residents and home owners, we are deeply troubled by the safety issue around this area, and would be extremely supportive of transportation improvements in this area. We regularly use this pathway for access to the Metro, shopping, the community pool, and bike paths, and find it dangerous and unsuitable. We strongly support a safe option. Thank you for your consideration.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/20/2020 8:27 PM	Kathleen Graham	22309	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Zip code: 22309 Six Year Program Written Comment: These comments pertain mainly to the widening of Route 1 from Fort Belvoir to Hybla Valley and the Bus Rapid Transit proposal. The widening of Route 1 may have the effect of dividing communities on either side of Route 1 and may harm existing historic communities such as Gum Springs. Additionally, all assumptions about commuting and travel patterns, and demand for retail and restaurants must be reevaluated in light of societal changes as a result of the historic pandemic. Folks are teleworking, ordering goods on line and cooking at home. Many of these practices may continue after public health restrictions are lifted. --	No
NVTA Website	5/20/2020 8:27 PM	Kathleen Graham	22309	FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	Zip code: 22309 Six Year Program Written Comment: These comments pertain mainly to the widening of Route 1 from Fort Belvoir to Hybla Valley and the Bus Rapid Transit proposal. The widening of Route 1 may have the effect of dividing communities on either side of Route 1 and may harm existing historic communities such as Gum Springs. Additionally, all assumptions about commuting and travel patterns, and demand for retail and restaurants must be reevaluated in light of societal changes as a result of the historic pandemic. Folks are teleworking, ordering goods on line and cooking at home. Many of these practices may continue after public health restrictions are lifted. --	No
NVTA Website	5/20/2020 18:55	Edward Phillips	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The biggest concern is the bottle neck the Van-Buren extension will cause on 234. Rt, 1 and I-95. Not the best use of that much money for a 2 mile road which will be directly detrimental to 3 subdivisions, churches, schools, anyone using 234. Hopefully there will be a sound barrier to protect, somewhat the folk which are able to remain here. Sincerely, Ed -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/20/2020 18:42	Diane Black	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I'm writing to share with you our support for the West Falls Church Access to Transit and Multimodal Connectivity application. As a nearby resident and frequent user of Shreve Road, I would like to see transportation and safety improvements made along this stretch of road so that drivers, walkers, and bikers can safely and confidently share the space. Given the multi-use functionality of Shreve Road for access to major highways, shopping, metro, recreation, and residential locations, additional protection from dangers of inappropriate and unsafe driving is needed. Unfortunately, expansion of commercial development in the immediate area creates additional traffic and vehicles on Shreve Road, and even larger threat to walkers and bikers. It is vital to provide, to the best ability, adequate protection for all those accessing Shreve Road (pedestrian and vehicle).	Yes
Email	5/20/2020 18:37	Barbara Mayer	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am writing to you as a resident of the Shreve Road community. As a 20 year resident of the Shreve Road community, I am delighted that there is finally some attention being paid to fixing the very dangerous bicycle and pedestrian situation that we have along Shreve Road. This is long over due and much, much appreciated. My children are well over the age that they should be allowed to visit friends on the other side of Shreve Rd and up and down the road but we do not feel comfortable allowing them to walk or bike to their houses or to shopping at Falls Church or Mosaic due to the location of the sidewalk immediately adjacent to Shreve Road with no protection or barrier. every year bikers and walkers are injured, including the death of a neighbor just last summer. We would appreciate any grants that could be awarded to help improve this dangerous situation. Barb Mayer	Yes
NVTA Website	5/20/2020 17:51	Mona Phillips	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Primary concern is the legacy we will leave for the younger generation of another corridor on I-95 and 234, similar to Springfield and Occoquan. Rev. Dr. Luke Torian of First Mt. Zion church already has to have special help to get their traffic onto 234 safely. Personally, i will be forced to move because of my impaired lung function/COPD. I had planned for this house to be my last move. --	No
NVTA Website	5/20/2020 5:30 PM	Mary Mahler	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please vote against the funding of the Van Buren Road North extension. This road is not necessary. This extension will continue to add traffic to the already congested Route 234 and I95 interchange. The amount of traffic in this intersection, Route 234 heading west towards Manassas has increased dramatically over the last few years. The Van Buren extension proposed is four lanes and will increase the number of accidents in this vicinity. This extension runs parallel to I95 and Route 1. Another parallel route is not required. It will also put undo pressure on the communities that this extension will back up to including Copper Mill, Four Seasons, and the communities off of Cardinal Drive. Many of these communities have young children and the road will increase the possibility of injury to them. The requirement for bridges along this extension is adding to the cost of the project. If the project is approved, sound barriers must be installed. The project would also need to "make whole" the changes that will be required to the Four Seasons nature trail. This is land owned by the community. Please vote against this extension. Thank you for your consideration. Mary Mahler -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/20/2020 15:23	Pete Sitnik	22309	FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	Zip code: 22309 Six Year Program Written Comment: I find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HB599 Rank) should take priority over the overall ranking. WIDEN RICHMOND HWY BUILD THE BRT Underground utilities in same area -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/20/2020 15:23	Pete Sitnik	22309	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Zip code: 22309 Six Year Program Written Comment: I find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HB599 Rank) should take priority over the overall ranking. WIDEN RICHMOND HWY BUILD THE BRT Underground utilities in same area -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/20/2020 14:08	Crystal City Business Improvement District (BID) via Robert Mandle	22202	VRE-011	VRE Crystal City Station improvements	Good Afternoon - Attached please find a letter of support from the Crystal City/National Landing Business Improvement District (BID) regarding the NVTA's Six-Year Program Update. Please feel free to reach out should you have any questions.	Yes
Email	5/20/2020 14:08	Crystal City Business Improvement District (BID) via Robert Mandle	22202	ARL-014	CC2DCA Intermodal Connector	Good Afternoon - Attached please find a letter of support from the Crystal City/National Landing Business Improvement District (BID) regarding the NVTA's Six-Year Program Update. Please feel free to reach out should you have any questions.	Yes
NVTA Website	5/20/2020 13:27	Linda Trotter	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The proposed Van Buren Road Project Jeopardizes the Four Seasons at Historic Virginia community in several ways. This plan puts the road just feet away from our community and houses. First it takes away our much needed Nature Trail that is used by a majority of our senior citizens for our daily exercise. Secondly the noise pollution will be increased. We already have noise from the traffic on 95 and Rt234 and Quantico not to mention the air traffic noise. Adding the traffic noise from this project will interfere with our enjoyable retirement years. Thirdly there is the added air pollution from which we will be suffering. Also this will most definitely decrease our property values. Taking in account for all of these negatives on our community I feel that this project is unfair for our county's Senior Citizens. I know that this land is available to be used for this project, but that doesn't mean it should be used when it means decreasing the quality of life for a community. Please reconsider this proposal. --	No
Email	5/20/2020 12:33	Monika and Douglas Cornell	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I would like to express my strong support for the West Alls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are desperately needed. Our community uses this pathway daily for access to Metro and shopping (GIANT Shopping Center) but the design of the road and lack of protection represents a constant danger. As commercial development expands (the new High School at corner of 7th and Shreve), more and more traffic on Shreve will occur in the near future, after this new project is finished in 2021/22. Adequate protection for bicylists and pedestrians becomes vital.	Yes
Email	5/20/2020 11:48 AM	Brittany Sakata,	22314	CFC-005	Downtown Falls Church Multimodal Improvements	West Falls Church Connection to W&OD Trail Project: I fully support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station- all of which are destinations my family travel to. Also, this will help with economic growth, development of the new high school that will educate all four of our daughters, and reduce congestion by implementing infrastructure for multiple modes of transportation. We love the W&OD Trail and would fully support any and all improvements. Downtown Falls Church Multimodal Improvements Project: I fully support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. We regularly utilize this area for walks and bike rides to the community center for the farmers' market, basketball games, and time at the park. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation- a need that only increases as population density increases and people have a great focus on their physical wellbeing. Thanks you so much for your consideration.	Yes
Email	5/20/2020 11:48 AM	Brittany Sakata,	22314	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	West Falls Church Connection to W&OD Trail Project: I fully support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station- all of which are destinations my family travel to. Also, this will help with economic growth, development of the new high school that will educate all four of our daughters, and reduce congestion by implementing infrastructure for multiple modes of transportation. We love the W&OD Trail and would fully support any and all improvements. Downtown Falls Church Multimodal Improvements Project: I fully support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. We regularly utilize this area for walks and bike rides to the community center for the farmers' market, basketball games, and time at the park. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation- a need that only increases as population density increases and people have a great focus on their physical wellbeing. Thanks you so much for your consideration. Brittany Sakata, Esq.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/20/2020 11:43	Charles Dyer	22202	NOV-002	Arlington W&OD Trail Enhancements	Dear Madame/Sirs, I support the trail widening. The popularity of the trail crowds users mixing walkers with scooters and cyclists, a potentially dangerous mix. Thank you for your attention to this matter.	Yes
NVTA Website	5/20/2020 11:20	Nicole Wilberg	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please include and prioritize funding for the Van Buren Road Design Project in the Six Year Program. This road will ease cut-through traffic on neighboring residential roads, particularly Waterway Drive. Waterway was never designed to handle the amount of traffic it currently sees, it's a neighborhood road with two elementary schools along it. Easing cut-through traffic by development of the Van Buren Road extension will greatly improve safety along Waterway Drive and other residential roadways. Thank you,	Yes
Email	5/20/2020 10:50	Timothy Beatty	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	We strongly support the extension of Van Buren Drive from Cardinal Drive to Route 234. This was the intent and plan all along to make a seamless route from Dale Blvd. to 234 and allow greater access to I-95. If one looks at the maps and current set up you can see Van Buren is clearly indicated at Cardinal and again at 234 but they are not connected. Everyone in this area was well aware this was the intent to do so to reduce traffic congestion. Because this was never completed the resident of Montclair have experienced an increased amount of traffic on Waterway Drive, speeders, accidents and near misses. This is not acceptable especially with two schools on Waterway and many residents use the sidewalks for walking, running and biking. Recently there have been serious accidents involving a fire truck, cars leaving the roadway and ending up in yards and flipped cars at the 4 way stop sign at Avon and Waterway. Please approve this extension and also approve fast tracking it to meet the needs of the communities in this area. We CANNOT wait til 22028 for this to be resolved. I did try to submit on line and it keeps telling me to contact the system administrator due to an error. Why are your videos not captioned in accordance with the ADA?	Yes
NVTA Website	5/20/2020 10:49	Joseph Grafmuller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We do not agree with the VanBuren road expansion for many reasons. --	No
Email	5/20/2020 10:09	JBG Smith via Jay Corbalis	20814	VRE-011	VRE Crystal City Station improvements	I am writing to express JBG SMITH's (JBGS) strong support for two, related projects under consideration for Northern Virginia Transportation Authority (NVTA)'s FY 20-25 Six Year Program Update: VRE's Crystal City Station ("VRE station") and the planned bridge between Crystal City and National Airport ("CC2DCA"). With the addition of Amazon and Virginia Tech, National Landing is poised for significant economic growth in the coming years. These two projects are essential parts of a broader strategy to accommodate that growth by investing in our multi-modal transportation network. Given this, we urge the NVTA to join us in supporting these critical projects by approving their request for regional funding.	Yes
Email	5/20/2020 10:09	JBG Smith via Jay Corbalis	20814	ARL-014	CC2DCA Intermodal Connector	I am writing to express JBG SMITH's (JBGS) strong support for two, related projects under consideration for Northern Virginia Transportation Authority (NVTA)'s FY 20-25 Six Year Program Update: VRE's Crystal City Station ("VRE station") and the planned bridge between Crystal City and National Airport ("CC2DCA"). With the addition of Amazon and Virginia Tech, National Landing is poised for significant economic growth in the coming years. These two projects are essential parts of a broader strategy to accommodate that growth by investing in our multi-modal transportation network. Given this, we urge the NVTA to join us in supporting these critical projects by approving their request for regional funding.	Yes
Email	5/20/2020 9:05 AM	Citizens for a Better City via Sall	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I am writing in behalf of the Executive Committee of the Citizens for a Better City (CBC), a civic organization that has supported good governance in Falls Church for the past 60 years. We wish to express our support for and urge your approval of two projects the City has applied for pursuant to NVTA's FY2020-2025 Six Year Program: West Falls Church Connection to W&OD Trail (CFC-006) and Downtown Falls Church Multimodal improvements (CFC-005).	Yes
Email	5/20/2020 9:05 AM	Citizens for a Better City via Sall	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am writing in behalf of the Executive Committee of the Citizens for a Better City (CBC), a civic organization that has supported good governance in Falls Church for the past 60 years. We wish to express our support for and urge your approval of two projects the City has applied for pursuant to NVTA's FY2020-2025 Six Year Program: West Falls Church Connection to W&OD Trail (CFC-006) and Downtown Falls Church Multimodal improvements (CFC-005).	Yes
Email	5/19/2020	Gilian Keith Donaldson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Van Buren Extension will become and truck bypass for I-95 increasing congestion, safety issues, pollution, and noise. With the increased need/demand for teleworking and maintenance of existing infrastructure, this investment is not needed**. *Also sent mail***	No
NVTA Website	5/19/2020 23:58	James Cech	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: For over 22 years I served on the Montclair Board of Directors. I was member of the Board during the transition of the HOA from developer controlled to owner control. The long range plan to extend Van Buren from Dale City Blvd to route 234 preceded any other development along route 234, including Four Seasons where I now live. It was annual exhibit at the HOA meeting by the County Supervisor as the promised resolution to the high speed, high volume traffic through Montclair. I testified in support of the road during the PWC bond discussion and I continue to encourage my Four Seasons neighbors to take a broader view then their back yard. The increasing volume of traffic between the Country Club drive entrance to Montclair and the light at Four Seasons is a testament to the need for this road, Now. --	Yes
NVTA Website	5/19/2020 23:10	Tara O'Brien	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm writing to support funding the design, engineering, and environmental assessment for the Van Buren Road North Extension in Prince William County. My Montclair neighbors and I believe the Van Buren Extension will give drivers better access to highways south of our neighborhood (Route 234 and I-95) and major roads north of our neighborhood (Cardinal Road and Dale Boulevard). Currently, homeowners from surrounding areas have no alternative than to use Waterway Drive (in Montclair) to access those roads. This problem is creating a safety hazard since Waterway Drive wasn't designed to handle the volume and speed of traffic it currently receives. Please help the residents of eastern PWC who been affected by the large number of new homes built in our area without the roads needed to support them. Thank you. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 22:55	Virginia & William Manczuk	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Full Name; Virginia & William Manczuk Zip Code: 22043 I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application! Transportation improvements and safer pedestrian traffic modalities all along Shreve Road from Rte 29 to Rte. 7 are greatly needed. My neighborhood is adjacent to Shreve, and we use the WO&D pathway as pedestrians and cyclists for access to metro and retail. However, the unsafe design of the road and lack of protection puts our families in danger. Without the financial investment that could come from this grant application, there will be tremendously inadequate protection to advance the use of multimodal transportation. Expanding commercial development on Rte. 7 will markedly increase the number of vehicles on Shreve Road. Without adequate and safe capacity for pedestrians and bicycles, nearby residents like ourselves will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro, which would contribute terribly to greater and greater traffic density in the entire area. Transportation improvements and safe pedestrian/cyclist traffic modalities would be the only wise way to develop access to the vibrant commercial area that will soon be here. Perfect timing and opportunity to make these improvements happen will never be better! Thank you!	Yes
NVTA Website	5/19/2020 8:51 PM	C Miller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Fund the Van Buren project!! --	Yes
NVTA Website	5/19/2020 8:35 PM	Dabren Wills	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: Van Buren road north is a project that will have significant negative impact on the safety and security of the cardinal grove community. The quiet environment, property values and overall quality of life for the neighborhood will decrease significantly for only marginal gain as the road does not significantly enhance traffic flow. Please consider the livelihood of existing neighborhood residents. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/19/2020 19:55	Terence kuszewski	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Phone number: Zip code: 22025 Six Year Program Written Comment: I am opposed to PWC providing any funds to the Van Buren Road Design Project. This project will alter the Four Seasons community lifestyle. I cannot justify why the road should be built. Please reconsider funding the project. If you approve of the project many residents will remember this during the next voting term. Thank you -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/19/2020 19:24	Fran DuRocher	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Van Buren Rd North project will impact negatively 3 communities, Cardinal Grove – where the road will go through the middle of their community, Copper Mill Estates, and our own Four Seasons at Historic Virginia Community where it will cut off access to 12 acres of Four Seasons Land. There are serious concerns of safety with increased truck traffic, security, lights and noise, not only from the proposed warehouse development as well as the 18 wheeler trucks. There will be significant environmental concerns with loss of wildlife including nesting eagles, loss of the nature trail in our community, loss of tall old growth trees which are natural sound barriers, and effects on the two creeks. We urge that this project not be included for funding by the Northern Virginia Transportation Authority and removed from consideration. --	No
Email	5/19/2020 18:37	Keith & Gillian Donaldson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	We are opposed to the planned construction of this road for the following reasons: 1. Trucks will be well able to "dodge the scales" or bypass the weigh stations on Interstate 95 and on Route 66 in both directions, increasing heavy truck traffic on Route 234. 2. Truck traffic and speed of traffic has substantially increased in the past 10 years on Route 234. Trucks and cars have been routinely running red lights at the intersections along 234 from Van Buren to Minnieville Rd. Motorists exiting and entering residential communities, shopping areas, and three schools are all placed at risk, particularly by heavy and overweight trucks. 3. Four Seasons at Historic Virginia is a 55+ community in existence since 2002. 65 homes in this community would directly back up to the proposed Van Buren bypass. Residents of this community who chose to retire here were drawn by the peaceful, idyllic setting and make great use of the Nature Trail. The proposed road would cut off a significant portion of the beautiful Nature Trail. Property values will be negatively impacted. 4. Noise & Pollution will increase. Massive removal of large deciduous and evergreen trees has a negative environmental impact. The forest around us is the habitat of foxes, coyotes, rabbits, raccoons, deer, eagles, wild turkey, and numerous birds. Climate change demands that communities reduce their footprint and change old habits such as building more roads and destroying wooded areas. 5. The new homeowners at Copper Mill in Dumfries and Cardinal Grove in Dale City would see this 4 lane divided road go right through their back yards. 6. The pandemic of 2020 has altered traffic patterns. More people are now working from home and may continue to do so permanently. The jump to build new roads instead of planning to reduce road traffic goes against current trends. 7. Any consideration for the Van Buren bypass is dwarfed by the need to repair roads and bridges. The FHWA has cited 607 bridges in Virginia that are classified as deficient and structurally unsound. In the past few years highway dollars have been intelligently spent on infrastructure projects such as fixing these bridges. Funds are better spent in this manner. 8. There is a severe traffic problem on 95 South from Route 1-Woodbridge and the Occoquan Bridge to Potomac Mills. The proposed Van Buren bypass would not relieve this congested area.	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 17:31	Pamela Van Hine		NOV-002	Arlington W&OD Trail Enhancements	I am writing to give my personal strong support for the proposed NOVA Arlington W&OD Trail Enhancements: NOV-002. Pedestrians and cyclists can travel up to 45 miles along The Washington & Old Dominion Trail from Shirlington Road in southeast Arlington all the way to Leesburg. Many cyclists commute regularly on long segments of the W&OD Trail, and the W&OD trail will be even more important for Amazon employees who live west of Arlington and seek active transportation to commute to Pentagon City/Crystal City. Many pedestrians and cyclists currently use shorter segments of the W&OD trail for commuting or for recreation. The W&OD trail, a key link in the Arlington County's bicycle network, passes through much of Arlington, with connections to major streets, parks, other trails, bus and Metro transit, and community neighborhoods and resources. The W&OD trail in Arlington is very popular and heavily used, to the point that overcrowding is common and dangerous. Faster users are frustrated because they cannot safely pass, and we pedestrians, the slower users, are afraid we'll be hit. More vulnerable pedestrians and cyclists - the old, the very young, the frail, and those with disabilities - may avoid using the trail entirely because of their stress and fears. This is not a good situation. We want to encourage trail use for everyone by providing a safe and enjoyable experience. The NOVA proposal will replace the existing 12-foot wide shared-use trail with a 12-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median, except when parallel to I-66, when the trail will be widened to a 16-foot shared-use trail due to site constraints. Providing separate trails for cyclists and pedestrians, with a buffer between the lanes, will make W&OD trail riding so much safer for both cyclists and pedestrians. Use by both groups should grow, keeping more cars off our congested roads. Vulnerable potential users may feel safe enough to use the improved trail. Increasing riding and walking/running/rolling on the W&OD trail will improve our health and the health of our environment and community. Please enhance the W&OD trail in Arlington per the proposal. And I look forward to additional W&OD trail enhancements to the east! Thank you. Pamela Van Hine May 19, 2020	Yes
NVTA Website	5/19/2020 5:24 PM	Patricia Michaelman	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Re: Van Buren Road Ext. According to the county's written directives the two most important areas to consider are 1) Walking trails and 2) Protection of wildlife. Why then is the county proposing building this road which would intersect Four Seasons' existing walking trail and severely reduce the habitat of coyotes, foxes, wild turkeys, racoons, rabbits, many species of birds, and squirrels. --	No
NVTA Website	5/19/2020 4:59 PM	Tom Michaelman	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Van Buren Road Ext. If the road is built, cars and trucks could enter the road, park adjacent to Four Seasons property and walk into our community and threaten any of our many Senior residents. How would anyone feel if this happened to their mothers/and or fathers? I can't believe that the county would allow this safety issue to happen to build a road adjacent to a Senior community with 1300 plus elderly homeowners. --	No
Email	5/19/2020 16:49	Kenneth Propp and Kelly Lukins	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I write in support of the West Falls Church Access to Transit and Multimodal Connectivity application. For decades, Shreve Road has been an antiquated thoroughfare not capable of safely handling the current volume of road traffic. Its crossing with the W&OD Bike Trail is highly dangerous – a fatality there is inevitable. There is an urgent need for a safe sidewalk on the portion of Shreve Road connecting the W&OD trail to Route 7. The recent tragic accident along that stretch of road underscored this need. The Falls Hill community needs a safe pathway in this area for access to Metro and to the expanding commercial development at the intersection of Route 7 and Shreve Road. The scale of planned development means a large increase in the volume of auto traffic in this area. It is more than time for the regional transportation authority to pay attention to the safety needs of bicyclists and pedestrians in this area. Please move quickly to grant this application. Kenneth Propp and Kelly Lukins	Yes
Email	5/19/2020 4:43 PM	Cristina Bisson	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Cristina Bisson 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/19/2020 4:24 PM	Beth Carney	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Beth Carney 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/19/2020 16:23	Jennifer Aykens	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Jennifer Aykens 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. The project is near my neighborhood and home, and we use the pathway for access to metro and retail. Unfortunately, the design of the road with its curve near Pinecastle and Chestnut streets and lack of sidewalks is dangerous. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. This is an extremely congested area, especially during rush hour. Why is there a makeshift sidewalk only partially complete on both sides of Shreve Rd? What a mess.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 15:56	Rob Ochsendorf	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern: I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. I live on Shreve Road, and my family (including two young boys) use the pathway daily for access to metro and retail. However, the design of the road and lack of protection puts our family, and others in our neighborhood, in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation and I will continue to be concerned for the safety of my family and my neighbors unless more is done from state and local authorities. Indeed, less than a year ago, a mother was tragically struck and killed by a car while walking along Shreve Road with her son en route to a neighborhood restaurant. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. I respectfully request that you consider this application. Thank you. Sincerely, Rob Ochsendorf 7212 Shreve Road	Yes
Email	5/19/2020 15:52	Vi Nguyen	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern: I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. I live on Shreve Road, and my family (including two young children) use the pathway daily for access to metro and retail. However, the design of the road and lack of protection puts our family, and others in our neighborhood, in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation and I will continue to be concerned for the safety of my family and my neighbors unless more is done from state and local authorities. Indeed, less than a year ago, a mother was tragically struck and killed by a car while walking along Shreve Road with her son en route to a neighborhood restaurant. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. I respectfully request that you consider this application. Thank you. Sincerely, Vi Nguyen 22043	Yes
NVTA Website	5/19/2020 14:56	Julius Serrano	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: I strongly oppose the Van Buren Road North Extension – Route 234 to Cardinal Drive (PWC-025) included in the NVTA-FY2020-2025 proposal.	No
NVTA Website	5/19/2020 14:10	Mandy Sola	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: I oppose the Van Buren Road Design Project. This will cause a lot of traffic and I can foresee accidents occurring with all of these houses that back to the potential road. --	No
NVTA Website	5/19/2020 13:55	Joel Seckar	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm a Four Seasons resident and I am concerned about the Van Buren Road issue. It will cut off 12 acres of Four Seasons land and will result in the loss of part of our Nature Trail which many of our residents enjoy using throughout the spring, summer and fall. It will increase truck traffic on Dumfries Road which is already overloaded with truck traffic. There will certainly be an adverse impact on wildlife, trees and noise. Quality of life will be affected adversely in our communities!!!	No
NVTA Website	5/19/2020 13:29	Donna Seckar	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am writing regarding the Van Buren Rd. project apparently being considered. My understanding was that it had been removed from the bond issue we voted on. I would not have voted for the bond if I thought Van Buren Rd. was included. This road would have a negative impact on Four Seasons, Copper Mill, and Cardinal Grove. As a Four Seasons resident, I am concerned that this road would significantly impact the safety and security of our community, as well as our property values. This will increase the noise from 95 and take away from the barrier separating Four Seasons from the truck rest stop and weigh station. It seemingly would allow trucks to bypass the weigh station. Creating a 4-lane divided road would promote warehouse development and 18-wheeler traffic. Please reconsider the Van Buren Rd. project which will have a significant negative impact on all 3 communities.	No
NVTA Website	5/19/2020 13:13	Crolyn Nelson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: DO NOT FUND the VAN BUREN ROAD NORTH PROJECT!!! I live in the Four Seasons community (55 & older). This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and especially our community security. We already get enormous amounts of traffic noise 24/7 from I-95, as well as Rt. 234. This proposed road will virtually be in our backyard, will eliminate thousands of trees that currently help to serve as noise buffers & destroy our wonderful nature trail. What we don't need is another 4-lane road bringing more truck traffic to our neighborhood & a cut through from Dale Blvd. This will destroy our beautiful community both economically & environmentally!! Vote NO! --	No
NVTA Website	5/19/2020 13:08	John Deller	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I oppose the funding of Van Buren Road, Project PWC-025. As a resident of the Four Seasons community, this road will cause a significant drop in our homeowner property values, increase noise and air pollution on our homes, compromise our gated community security, and cut off a portion of our environmentally protected open space and nature trail. The county has provided no justification for building this road other than we've wanted to build it for 40 years. I find it hard to believe it will reduce person travel hours of delay when all it does is connect to Dumfries Rd (Rt 234) which is already overly congested during rush hours in both directions between Rt 1 to the east and Country Club drive to the west. I see no improvement in travel times for northbound folks on I-95 and Rt 1. And I oppose improving travel northbound for these folks as most are not PWC residents, but from counties to the south. Why should my communities quality of life be sacrificed for these non-local commuters to reduce their travel time. As for southbound commuters, they will definitely add to the already significant congestion on Dumfries Road. If heading south on I-95 or Rt 1 to continue south, I see gridlock for vehicles trying to negotiate getting from Van Buren Rd North to I-95 or Rt 1 south. And the same applies for anyone heading west on Dumfries Rd with five traffic lights to negotiate (counting a new one at Talon Drive for Quantico Center (Barricks Row) development). During evening rush hour, the traffic on Dumfries Road at Four Seasons Dr is so heavy, they block the road and our residents can't exit on a green light. As it is right now, the only folks that might consider using Van Buren Rd North, that get off of I-95 at exits north of Dumfries Rd are folks that live west of I-95. They head west on the Parkway or Dale Blvd and some go south to Cardinal Dr. For the close-in folks, they further disperse on Minnieville or Waterway. These roads provide excellent dispersion patterns going west and south. Suggesting that much of this traffic would be better served by Van Buren Rd North doesn't seem logical in light of the significant congestion already on Dumfries Rd. Finally, the improvements ongoing and planned for Rt 1 throughout PWC will significantly improve the north-south flow of traffic. I submit, building Van Buren Road North should not be approved. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 13:07	Natasha Atkins	22202	NOV-002	Arlington W&OD Trail Enhancements	FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING.	No
NVTA Website	5/19/2020 12:55	Joseph Harrison	22026	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22026 Six Year Program Written Comment: I respectfully request that NoVAAuthority NOT fund any activity on the Van Buren Road potential project. Any activity would course extreme hardship for all the residents living in the Four Seasons Development. Beside the fact that any development would only benefit only one individual –the owner of the land– it would cause a extreme loss of home and land value for the residents. Given this situation the tax value world be seriously diminshed for the County. One must also remember that the residents of Four Seasons are "senior citizens" and any increase in traffic, especially large truck traffic, would be detrimental to their health. Any development of the Van Buren Roadway will not have any value for the County nor for that matter, the Commonwealth. No increased revenue only increased traffic and traffic accidents. In this regard, one could expect increased need for police to control the traffic and perform truck inspections. Which combined would be an increased cost to the County without increased value to the County, which also would increase the tax burden for the County. Given the above, there is no value to the County or Commonwealth to put any money into the Van Buren activity–only losses–decreased property values, aged residents harmed. Of major concern for the Four Seasons Development is if any of this road activity takes place this Develeoment will be become a ghost town–current residents will depart, and there will be no one to replace them. Again, I respectfully request that the NoVAAuthority not fund any activity/nor Development/ of the Van Buren Road area. Sincerely , Joseph and Patricia Harrison -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/19/2020 12:18	Reginald Ramsey	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: In response to the NVTA Van Buren Road Design Project, I'm in disagreement with this course of action. As a resident of Four Seasons, this project would adversely affect our community Security, Peaceful Environment, Nature Trail and Property Values. Also, I don't see any value added by extending Van Buren Road from Rte 234 to Cardinal Dr. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 12:14	Douglas Richards	22311	NOV-002	Arlington W&OD Trail Enhancements	NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Thank You, Douglas Richards	No
Email	5/19/2020 11:05 AM	Bluemont Civic Association via Laura Kirkconnell	22205	ARL-019	Ballston-MU Metrorail Station West Entrance	Bluemont Civic Association Representing Neighborhoods in and around Arlington Traditional School, Lacey Woods Park, Bon Air, Fields Park, Balls Crossing, West Ballston, and all along the former. On behalf of the Bluemont Civic Association, I write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston and our neighborhood of Bluemont. Bluemont is the largest neighborhood in Arlington in terms of area. Our boundaries extend from Glebe Road in the east to Bluemont and Bon Air Parks in the west, and roughly from Washington Blvd in the south to N. Carlin Springs Road in the north. The Bluemont Civic Association has sought a western entrance to the Ballston metro for decades. We have formally called for a western entrance to the metro since our 1999 Neighborhood Conservation Plan. Our most recent update to our Neighborhood Conservation Plan recommends that, "The County should give priority treatment to the completion of a western entrance to the Ballston-MU Metro station and any future development west of N. Glebe Road between N. Carlin Springs Road and Washington Blvd. should be contingent upon acceleration of the timetable for such entrance." When we presented this 2013 recommendation, Arlington County Board Member Chris Zimmerman made extended remarks from the dais supporting our civic association's recommendation of a second Ballston Metro entrance. His comments start around the 2 hour 24-minute mark of the video at this link below, and the discussion concludes around the 2 hour, 30 minute mark (County Board Recessed Meeting - Dec 17th, 2013). https://arlington.granicus.com/MediaPlayer.php?view_id=2&clip_id=2694&meta_id=116207 Since our association made that recommendation in 2013, a large amount of new residential construction has been built in Bluemont and western Ballston, including several hundred new apartments, bringing more people to the Ballston metro. Our support of the western entrance remains active. For example, we invited the Project Manager for the second entrance, Kenex Sevilla, to meet with our General Membership on January 29, 2020 where he gave a very well-received presentation of its status and current plans. The new entrance will be nearly a quarter-mile to the west of the existing entrance to the Ballston station. This new entrance will thus effectively provide an entire new Metro station at only a fraction the cost of an actual station. It will reduce highway trips and traffic on local roads, enable more efficient passenger spacing inside trains and on the platform, relieve congestion at the current entrance, and resolve a safety concern our members have expressed by providing an additional exit from the platform in the case of emergency. The new entrance will also allow regional I-66 buses to reach Metro more efficiently, avoiding the current circuitous access through local streets. This will speed up buses and increase the number of bus stops (and thus buses) that Ballston's currently over-capacity bus depot can support. The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. This will increase Metrorail ridership, walking, and bicycling. The Ballston metro station was not built to handle its role as a major hub of the metrorail system. Its single entrance is over-capacity. Access to the station is congested, and too far from trip sources like the many new residences built in West Ballston and Bluemont over the past decade. Adding a second entrance will greatly improve the capacity of the Metrorail system, increase ridership, improve safety, and reduce multimodal congestion caused by the inadequate capacity at this location.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 10:46 AM	Raymond Lawrence	2043-304	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Thanks. I live in viewing distance of the bike crossing. I see all the families (including little ones) crossing at that spot. I NOW have HUNDREDS of dump trucks going by my house every day - due to the multiple construction projects in Falls Church City ==> Do you think Virginia will EVER enforce the 'No Thru Trucks' policy ? ..... Easy answer to that one! ... It is only going to get worse. At that meeting at Shrevewood Elementary about a year ago, the officer informed: ==> 'officially' children are NOT permitted to walk to school, due to Shreve road being too dangerous. The raised waffle pattern in the concrete at the crossing - for both the bike area and where the woman was killed are totally ineffective; ... In fact they are dangerous; they instill a sense of safety in the pedestrian crossing the road (that was in-place when the woman was killed by the cement plant). There is a lightly used bike trail that crosses Properity Ave between rte 50 and Little River Turnpike (near Mantua area). ==> Flashing lights go on whenever ANYONE crosses !! - - -> The EXACT same method can be effectively used at the Shreve Rd bike trail crossing. Why does Virginia do nothing ? ==> The state of Virginia does nothing because they like the road the way it is !! They (Virginia government and VDOT) want it to be an unregulated, way to quickly move from route 7 to Lee Highway without having to stop or slow down. I would like to be optimistic, but for me, the answer will be to move elsewhere! ... A place where life has more value	Yes
NVTA Website	5/19/2020 10:22	Richard McKee	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We are opposing the VanBuren Road Expansion It will have a negative impact on our community especially our property values, quiet enjoyment, nature trails and community security. There is already too much traffic on 234. This bypass from 95 would add more trucks. It would interfere with 3 communities. There is no good reason for this road except for one developer.Please veto this. Thank You --	No
Email	5/19/2020 10:00 AM	Jamie Faulkner Mageau	20046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Greetings, As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multi-modal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.	Yes
NVTA Website	5/19/2020 9:30	Stephen Weikert	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I oppose the Van Buren Road construction project. It will have a significant negative impact on our community in general and more specifically on our property values, quiet enjoyment, nature trail and community security. --	No
Email	5/19/2020 9:04	Shannon Kentner	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Shannon Kentner 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity grant application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. I live on Gordons Road and walk or drive this section of Shreve Road every day. I am also a member of the Poplar Heights pool which lost one of our members to the tragic accident last summer. As my kids cycle & will too soon be drivers in this area, I am a huge proponent of providing all possible protections for local pedestrians. Current improvements underway will bring more people into our neighborhood & will increase pedestrian traffic as locals walk to new attractions. Please support this grant application in increase pedestrian safety in and around West Falls Church. Shannon	Yes
NVTA Website	5/19/2020 8:47	Doglas Taggart	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a Montclair, Virginia resident for over 27 years I fully support the effort to build the Van Buren road extension as a means of easing traffic cut-through volume on Waterway Drive. This project has been on the books for many years and it is now time to act. Thank you for the opportunity to provide comment. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 8:44 AM	Penny Scully	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Penny Scully 22043 Dear Sirs, I am writing to extend my support of the Shreve Road/W&OD Trail near Route 7. I have lived just blocks away from this poorly designed road area for over 35 years. I cannot express how many times I have seen harrowing situations risking people lives and property damage. It is poorly designed, visibility is obstructed, walkways are hidden, and has blind curves. Rush hours complicate things even further with more traffic, increased speed, and rushed drivers. I thoroughly support the Improvement Project. My hopes are this planned effort will have a large impact on resolving the dangers to people, pets, and property. Thank you	Yes
Email	5/19/2020 8:39	Emily Soto	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Emily Soto Zip Code 22043 I strongly support the West Falls Church Access to Transit and Multimodal Connectivity grant application. The project is in my neighborhood, and transportation improvements along this portion of Shreve Road are greatly needed. The design of the road and lack of protection puts us and our neighbors in danger when we use the pathway for access to metro and retail. There will not be adequate protection to advance the use of multimodal transportation without the investments from this grant application. Expanding commercial development will increase the number of vehicles on Shreve Road, and without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/19/2020 8:37	Robert Highsmith	20025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I am writing in opposition to Prince William County's request for funding to conduct Design, Engineering and Environmental Assessment of Van Buren Road North. I purchased my home in 2018 because of the beauty, serenity and security of the Four Seasons at Historic Virginia community. The beauty will be substantially devalued by the loss of trees and natural habitats for flora and fauna that will be removed by the construction of Van Buren Road and the erection of 40 foot high land fills in a couple of places to support the road. Serenity will be eliminated 24/7 by the loss of our nature trail, the stench of vehicle emissions, general road noise and the roar of trucks likely to use VBR to bypass the I95 truck weighing station. Security in FSHVA will be compromised as access to the community via VBR will be almost impossible to regulate. Imagine your reaction if I were to move into your neighborhood with a massive road/development project that undermined the beauty, serenity, security and value of your home, all based on high minded goals of traffic mitigation and economic development and with the authority of the local government behind me. As a citizen of a democracy whose government serves at your pleasure, not the other way around, you would protest vigorously, however quixotic your quest. Please access your empathy regarding our situation and vote against the proposed VBR project, as you would hope others in government would do were you in our situation.	No
Email	5/19/2020 8:35 AM	Sandra and Ben Kiersz	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Sandra and Ben Kiersz Falls Church, VA 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/19/2020 8:22	Stephanie Alexander	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/19/2020 8:16 AM	Donald Kujawa	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We are against the funding for the Van Buren project. This project will have a negative affect on our property value, the security we have here at 4 seasons and the peace and quiet, all reasons for living in this community.	No
Email	5/19/2020 7:58 AM	Peter Hart		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application as my extended family lives mere yards from Shreve Road and regularly (if not daily) uses the W&OD Trail and Shreve Road for recreation and to access local stores, the Metro and local amenities. In normal times my grandsons attend Shrevewood Elementary and have to cross Shreve Road daily. Transportation improvements along this portion of Shreve Road are greatly needed. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/19/2020 7:00 AM	Loni	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am writing to share my enthusiastic support for the West Falls Church Access to Transit and Multimodal Connectivity Application. My family walks and runs daily in the vicinity of Shreve Road to access the elementary school, local retail, and for exercise. We are already concerned about the level of traffic on Shreve Road, and expect that--as additional development comes to West Falls Church--it will become even more dangerous to pedestrians like us. We believe the investments from this grant are paramount to protect our community and ensure it continues to be able to enjoy access by foot to local trails, restaurants, and the metro without having to resort to using our cars even for short trips--and thereby adding to the already substantial traffic in the area. We hope that the application and grant are approved.	Yes
Email	5/19/2020 6:41 AM	Jill Stryker	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir, I am in full support of the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Since the project is near my neighborhood, I use the pathway for access to metro and retail shopping. However, the design of the road and lack of protection puts all of us in danger. Without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. The planned commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including metro. Please help us. Sincerely,	Yes
Email	5/19/2020 6:25 AM	Neil Gillott	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Neil Gillott 22043	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/19/2020 6:05	Laura and Eric Barboriak		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	NoVa Authority: We are Falls Church residents and regular users of Shreve Road (as drivers, bikers, and pedestrians) and would like to express our strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Safety improvements for pedestrian and bicycle pathways along Shreve Road from the WO&D trail to Route 7 are vital. The design of the road and lack of protection represent a constant danger. That stretch of Shreve Road includes a blind curve, which drivers frequently negotiate at unsafe speeds. Even for neighborhood residences such as ourselves, who drive slowly and are familiar with the low visibility and high volume of walkers and bikers, this stretch of road is tricky to navigate safely. It is especially dangerous when it is dark and during early morning/evening, when it is that much more difficult to see walkers and bikers clearly. In addition, in the summer, this stretch of road is used even more frequently by children and adults walking to/from Mike's or other establishments near the intersection of Shreve/Haycock and Broad. As commercial development in the area continues to expand, the risks to pedestrian and biker safety will only increase as more and more vehicles travel on Shreve road (this stretch of Shreve Road already is a primary commuter artery between Broad Street and Lee Highway). Sadly, last summer, one of our former work colleagues, walking on that stretch of road with her son, was tragically killed by a passing vehicle. The need for this work is well past due. Thank you for your consideration in this matter. Laura and Eric Barboriak	Yes
Email	5/19/2020 3:53	Terry L. Jones	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	My wife and I have resided for 2 years in Four Seasons near Interstate 95. The only thing between my back yard and I-95 is the Four Seasons HOA common property which is heavily wooded and contains a loop of our community's paved nature trail. After the PWC Board removed the project from last November's bond issue, our community paid to have that trail resurfaced several months ago. Although "residents or guests" that can sometimes hear the traffic on I-95 as they hike the loop near I-95, most of the trail is near two large streams (it crosses one) and sometimes the running water and lush forest muffle the sound. If a 4-lane divided Van Buren Rd is approved as an expansion of Peterson's currently proposed 2-lane access road, it will cut through our community (and 2 others), and we will lose a valuable asset. The route would cut across across our trail eliminating over 500 ft. of the loop that I and many others hike around several times a week. (With the virus epidemic raging in Virginia and our clubhouse, pools, tennis, bocce ball, and pickelball courts closed for exercise, walking the Four Seasons Nature Trail is becoming the new normal in our active adult community. The beautiful spring weather has made us value it more than ever before. Please don't take this lovely, tranquil treasure away from us. This is only one of many concerns I have about this project, but will keep this brief. I would like to discuss others with you at your convenience on a walk around the loop of our beautiful trail. If that doesn't appeal to you, you may always call, text, or email me with any questions you may have. TERRY L. JONES Dumfries, VA 22025	No
USPS	5/18/2020	Myra Levinstein	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Environment, natural habitats, and neighborhoods will be impacted negatively; noise and pollution will increase.	No
Email	5/18/2020 23:42	Matthew A. Thexton	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Full Name: M.A. Thexton zip Code: 22043 I write to share my strong oppostion for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are not needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. It is entirely adequate for pedestrian use and I never encountered bicycles along the Gordons to Broad Street segment. Expanding commercial development at the high school will completely provide for adequate capacity for pedestrians and bicycles, to reach nearby destinations, including the metro. This proposal is overpriced, unnecessary and will itself seriously and negatively interfere with use of the affected corridor.	No
Email	5/18/2020 22:51	Derek Jones	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/18/2020 21:42	Chris Akerman	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	From: Chris Akerman Zip Code: 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger, as evidenced by a recent death of a pedestrian along this stretch of road. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development that is underway in the immediate area will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
NVTA Website	5/18/2020 21:31	lance Booth	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Van Buren Road Design Project: This this road will have a significant negative impact on the 4 Seasons retirement community in general, and more specifically on our property values, quiet, air quality, nature trail, and community security. In fact , on the issue of safety and security, this road opens up the entire eastern area of our community to 24/7 RISKS. Crime will begin to easily access 4 Seasons, THis road should not be funded, supported nor developed . We ask the county to safeguard our security and safety. Colonel Booth Special Forces, retired. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/18/2020 9:31 PM	Anton Op de Beke	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern I want to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I am a resident of the Poplar Heights neighborhood at 1017 Kennedy Street. We bought our house here in 1985 because of its proximity to the West Falls Church metro station. Throughout most of my career—I am now retired—I walked via the W&OD bike path and then along Shreve Road. My wife and children also used this route. I always felt concerned about exposure to car traffic. A particular danger spot is the bend in the road near the Vulcan cement factory, especially in the dark. The crash marks on the electricity pole always reminded me of the possibility of cars spinning out of control. Rain and snow often forced me to walk on the street along other parts of the road. I still use Shreve Road to walk to the metro or the shopping, and in the future perhaps to other destinations in the new development. We regularly have out of town guests who like our house because it permits them to walk to the metro and then visit Washington DC. I think it would be good to develop the Shreve Road corridor into a safe and convenient passage for walkers and bikers. It will encourage more people to use it especially as car traffic is expected to increase.	Yes
Email	5/18/2020 21:29	Daniel Butkiewicz	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good evening, I am Daniel Butkiewicz in Falls Church, Zip code 22046 and a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Improvements along this stretch of Shreve Road are in dire need to make transportation safer for us. There is a constant danger to pedestrians and cyclists along Shreve road for commuting, shopping, and leisure activities. Please help protect our walking and pedaling citizens by making Shreve Road safer for all of us.	Yes
Email	5/18/2020 21:16	Kelly Ego-Osuala	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Full Name: Kelly Ego-Osuala Zip Code: 22043 Email: Kelly.ego@gmail.com I am writing to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. I live an adjacent neighborhood, along with my husband and two young children, and we use the pathway often for access to metro, retail, dining, etc. However, the design of the road and lack of protection is extremely dangerous for any pedestrian. The investments from this grant application would remedy that! Expanding commercial development will increase the number of vehicles on Shreve Road so it will only get more dangerous for pedestrians and cyclists.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/18/2020 20:51	Phuong-Khanh Tran	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. We have a toddler and frequently bike and walk together. The design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.	Yes
Email	5/18/2020 20:43	Samuel L. Stollar	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Samuel L. Stollar 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Sent from my iPhone	Yes
Email	5/18/2020 8:42 PM	Maria Springer	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Maria Springer 22043 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
NVTA Website	5/18/2020 20:35	Denise Kuszewski	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am a resident of Four Seasons over 55 community in Dumfries and am vehemently apposed to the Van Buren Road project. It will negatively affect our property values and road noise will be greatly increased, It will also disrupt our nature trail walking path. Please keep this Van Buren Road Project off the Prince William County Referendum, Thank You . --	No
Email	5/18/2020 20:28	Cary Meltzer	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I hope no one else will die because Shreve Rd is so poorly designed for current traffic patterns. Sincerely,	Yes
NVTA Website	5/18/2020 7:40 PM	Deanna Pennetta	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: I am opposed to the PWC-025 project to expand Van Buren Rd between Route 234 and Cardinal Drive. I live off of Cardinal Drive and enjoy and appreciate that the only traffic through this area belongs to local residents – with no direct access to Route 234 or I-95, we enjoy a quiet and peaceful neighborhood. Connecting Cardinal Drive to Route 234 will greatly disturb and disrupt our quiet, peaceful community. We will see and hear a significant increase in traffic, the exact opposite of what attracted us to this area of PWC in the first place. Powell's Creek is quiet, peaceful and undisturbed. Building through this tranquil natural area, which is such a pleasant change from the busy areas surrounding it, will disturb residents and disrupt a significant number of peaceful animals from their natural habitats. A recent and tragic pedestrian death on Cardinal Drive less than 2 miles from Van Buren Rd should be reason enough to limit additional traffic coming through our quiet, peaceful communities. Thank you. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/18/2020 19:29	Melissa Solomos	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good day, The transportation grant for safety improvements along Shreve Road is greatly needed and appreciated! Shreve Road Community members benefit daily from the path connecting the W&OD Trail to Route 7, allowing access to the Metro, shopping and exercise options. However, this path does not provide proper protection for pedestrians, cyclists and skaters and poses a real danger. Motorists speed around the turns and one pedestrian lost their precious life last summer. Improvements to ensure safety are imperative! I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/18/2020 19:19	Jo Lynn Arnold	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I respectfully object to the Van Buren Road North extension and would ask that it be removed from the funding request. This 4 lane road would go right behind my house. I can already hear the noise from 95 and it's not nearly as close as the Van Buren Road would be. I don't even want to imagine how noisy that would be. We bought this house and paid a significant price for the beauty of the trees behind it, and I'm concerned that this project would mow all those trees down. Our bedroom and screened porch overlooks these trees. While there is a 50 foot buffer area owned by Four Seasons, I now understand that the Four Seasons proffers would allow those trees to be cut down. We didn't know this when we bought the house. And even 50 feet would not be sufficient space between our bedroom and a four lane road. If this extension goes through I feel I will be forced to move. I know how the wildlife must feel as their habitat is being encroached on and they are forced out. And at this point, I'm older and quite frankly, I'm not sure I've got it in me to make another move. I had planned that this house would be the last one for me. I also object to this as a taxpayer. Eighty million dollars seem like an awful lot to pay for a road that's only two miles long. Especially considering that the county has so many other priorities and needs. And considering the amount of work that would need to be done, I suspect this would end up costing more than $80,000,000. Please remove this project from the funding request. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 7:11 PM	Angel Arroyo	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Disapprove of the following proposal: Van Buren Road North Extension: Route 234 to Cardinal Drive --	No
NVTA Website	5/18/2020 6:25 PM	Ahmad Amani	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We just move to the four seasons community to spend our retirement year in clam and nice environment please don't spill our lovely community with this project. Please stop funding the project. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 17:39	Richard Underwood	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Van Buren Rd: ITS TOO LATE. This passage idea was first considered in 1980 when the property was zoned light business. PWC has since allowed residential construction on the property . Three large residential developments would be catastrophically affected by commercial traffic from an obvious heavy truck corridor. Van Buren Rd would have been a reasonable project before Cardinal Grove, Four Seasons and Copper Mill were built. --	No
NVTA Website	5/18/2020 17:38	Steven Simko	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Re: Van Buren Road Extention to run from Rt. 234 to connect with Cardinal Drive. My wife and I have lived in our community for 15 years. In my opinion, this project is an unnecessary expense and a waste of money. From the get-go, we have been using Waterway Drive-connecting from Rt. 234 via Country Club Dr.-to reach Cardinal Drive, with no problem. Where is the need for a new expensive road? Given COVID-19,& its tremendous costs, any funds that would be considered/applied toward the above project would instead be better reallocated on combating this virus with more testing, hiring contact tracers, and, as well, for the public school student education that has been impacted from this uninvited pandemic. Thank you very much, Steven Simko --	No
NVTA Website	5/18/2020 5:15 PM	MartinezRamirez	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: The project will have a major impact in our comunity. Having a major road crossing right in the middle of the comuunity not only will jave a major impact in our houses value, in the security of our comunity. On both sides of the future road you currently have houses with children and a recrational park, and school bus. It will also increase the breaking in our houses and cars. Thanks Jose MartinezRamirez	No
NVTA Website	5/18/2020 17:14	Zainab Baa	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22193 Six Year Program Written Comment: NVTA Van Buren Road Design Project I currently live in the Cardinal Grove neighborhood and this was not information that homeowners were privy to when purchasing our homes. This project will have a negative economic impact to our neighborhood, the property value and the safety of the community. It's currently relative safe, kids at the playground, and it wouldn't be a safe environment for our children. For all those reasons, I am totally against this project in my neighborhood. --	No
NVTA Website	5/18/2020 17:06	William Carr	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Along with my wife, I live in the 4 Seasons active adult community subdivision off of Dumfries Rd. (VA 234) & 0.5 mi west of the I-95 corridor. Contrary to most of my neighbors, I am in favor of construction of the 4-lane extension of Van Buren Road from the intersection it has with Dumfries Rd. (VA 234) north to the current intersection of Benita Fitzgerald Dr. & Cardinal Dr., roughtly a distance of 2 miles. Therefore I am also in favor of the Northern Virginia Transportation Authority including this project request from Prince William County to authorize spending to conduct design, engineering, and environmental Assessment of the road. I believe that the Van Buren extension is needed because local drivers need an alternative route around the massive traffic jams which often occur along the parallel routes of I-95 & US 1 seven days a week. Often the alternative route is Cardinal Dr. to Waterway Dr. which is very laborious & way out-of-the-way in most such situations. I believe that the concerns others have about building such a route can be addressed by incorporating into the proposed budget such things as strategically-placed berms to divert noise (from the new road as well as I-95), sidewalks, reconstruction of nearby walking trails & crosswalks equipped with yellow diamond crosswalk signs with flashing red or yellow lights which would require drivers to stop in order for pedestrians to cross safely. Thank you for considering my comments. WILLIAM M. CARR --	Yes
NVTA Website	5/18/2020 17:00	William May	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: It is pre-mature to request/spend $8,000,000 on the Van Buren Road extension until (1) completion of Ms Bailey's environmental impact study AND (2) a satisfactory traffic analysis of the impact at the intersection of Rte 234 and Van Buren Road. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/18/2020 4:58 PM	Richard Dunbar	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am opposed to the Van Buren Rd North Extension Project. The project will not ease local and regional congestion. The extension of the EZ-Pass lanes to Fredericksburg will do more to relieve that congestion. Local traffic already has options for bypassing I-95 (e.g., Route 1 and Spriggs Rd). The Van Buren Rd project will invite more traffic (as stated in the project description) which will traverse three residential communities: Four Seasons (an over-55 community), Copper Mill, and Cardinal Grove. The project will destroy the natural habitat of wildlife between I-95 and these communities, destroy old growth trees that buffer traffic noise from I-95, eliminate the middle portion of the Four Seasons wildlife trail used by many of its residents, and impact the Powell and Dewey creeks. It will allow traffic through the community of Cardinal Grove and disturb the tranquility and safety of the aforementioned residential communities. It will potentially allow large trucks to bypass the I-95 truck scales. This project will allow commercial development along its route which will create more traffic, noise and visual blight for the impacted communities. It will cut off access to 12 acres of Four Seasons property. Funding for this project was withdrawn from the county's transportation bond last year, thus underscoring its low priority. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/18/2020 16:26	Harvey Glass		PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I live in the 4 Seasons community that will border Van Buren road project. Myself and most of the people in my neighborhood along with other neighborhoods that border this road feel that this road is not necessary as it just benefits the businesses who will build along this road. We have already given our thoughts on this project to Andrea Baley and it seems that you are more concerned about Corporations and other commercial interest than residents. We don't have much clout except for our vote. I think that MONEY is more important to you than our precious environment with all the trees that help our air and the home for all the animals that live in these wooded areas. I know you will send me a form letter telling me how you're doing the best you can, how interested in our environment, but the dollar is MORE important to you. The idea for this road project has been around for many years and given another 10 years many of us who oppose out will bot be alive to see it started/completed.	No
NVTA Website	5/18/2020 16:12	Noreen Hannigan	22205	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22205 Six Year Program Written Comment: I am opposed to the widening of the W&OD bike trail, and I don't see the need to undertake it in the first place.. I am a regular user of the trail (as a biker, a walker, and birdwatcher). Except for the temporary situation of increased train use during the covid shutdown, the trail is adequate (under normal circumstances) for the average use it gets. To tear up valuable green space and install more impervious surface along streams and parklands will only increase problems with flooding and stormwater. These issues need to be studied carefully and not rushed. Has this been considered in light of Chesapeake Bay "pollution diet" requirements? Have you studied the current sites of flooding and erosion along the trail now? Please reconsider! You would do better to spend the money on removing the considerable number of invasive plants and helping to restore the ecosystem along the trail. I have participated in several volunteer projects along the W&OD and have seen song birds and migrating birds begin to return, and even some patches of wetlands in Arlington where birds and frogs have begun to take up residence again after years of absence. Please don't destroy this small corridor of life we are struggling to keep alive! Thank you. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 15:53	John Wagner	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025-1850 Six Year Program Written Comment: RE: Application Number PWC-025 I strongly disagree with the application's contention that 2 miles of roadway parallel to I-95 "will carry heavy volumes of traffic that would normally spill onto local roadways." What it will carry is heavy volumes of traffic avoiding the HOV lane charges or detouring around traffic on I-95 and Rte. 1. The net result is more noise and noxious exhaust fumes being produced by traffic running adjacent to the Four Seasons community and through the housing developments at Cardinal and Benita Fitzgerald. --	No
NVTA Website	5/18/2020 15:42	Barry Wells Sr	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Four Season's Community and others are already bombarded by loud truck noise and tremors from I-95 and Route #234. This plan. would completely surround us and destroy what's left of our sanctuary. DO NOT approve the Van Beuran extension. VOTE NO to this plan. --	No
NVTA Website	5/18/2020 15:30	Franscis Mullen	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We are strongly apposed the the extension of Van Buren Road. While we hear I95 traffic now, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four S Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. Sincerely,	No
NVTA Website	5/18/2020 15:05	Thomas Dibley	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a resident of Four Seasons, our community will experience many adverse effects if the proposed road is constructed. Among other issues, we will experience much higher noise levels as noted in the information submitted by the county, we will most certainly lose our tree buffer (even if dwarf trees are planted to replace the existing buffer. Of significant importance will be the added volume of traffic that will dump out onto Rte 234 and make it a parking lot. --	No
NVTA Website	5/18/2020 14:49	William Larson	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: THE NORTH VAN BUREN EXTENSION IS A "BRIDGE TO NOWHERE" PROJECT. HOW WILL IT RELIEVE LOCAL TRAFFIC WHEN IT SERVES NO ADJACENT RESIDENTIAL PROPERTIES AND IS NOT DIRECTLY CONNECTED TO I-95? IT HAS NO NORTHBOUND BENEFIT AND IF ANYTHING IT WOULD JUST DUMP SOUTHBOUND TRAFFIC ONTO AN ALREADY OVERLOADED AREA OF RTE. 234. IT SEEMS EVEN VDOT GIVES IT A LOW RANK TO RELIEVE TRAFFIC CONGESTION. I WOULD LIKE TO SEE THE VEHICLE CARRY ESTIMATES AND HOW THEY ARE ARRIVED AT. I THINK THE $80,000,000 FOR LESS THAN 3 MILES OF ROAD WOULD BE MUCH BETTER SPENT ON A COUNTY RECYCLING PLANT. WKL -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 14:49	John Kendra	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Do not fund the NVTA Van Buren Road Design Project.	No
Email	5/18/2020 2:36 PM	Casey Dimock	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Attached please find my letter in support of CFC-005 and CFC-006. Casey Dimock	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/18/2020 2:36 PM	Casey Dimock	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Attached please find my letter in support of CFC-005 and CFC-006. Casey Dimock	Yes
NVTA Website	5/18/2020 14:32	William Selfridge	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As an active resident of the Four Seasons Community since 2003, I have come to enjoy the beauty and relative peacefullness of our community and surrounding environs. I find the thought of compromising this environment in order to provide for accommodating traffic patterns somewhat repulsive, compromising the existing quality of living of current PWC residents. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 14:24	Myrna Levinstein	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please do not proceed with the Van Buren Road project. Extending the road would literally devastate three residential communities in its path. When the citizens who live in those developments bought their homes, they were deliberately not warned that they would not be living in a residentially zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their development. Seniors, who give much in taxes and take little in government services, would have their safety and security destroyed by this road project. Many of them would have no choice but to sell their properties at a greatly devalued amount, and leave the area. This would negatively affect tax revenues. Families with children will have no choice but to sell to remove their children from an environment that will no longer be “kid-friendly”. It appears that the Prince William government wants to chase law-abiding, tax-paying, middle class citizens out of the county. The environment is also a concern. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone. Hundred of thousands of birds and animals live in the targeted area. Many would be displaced, but most will die. ***Also received mail for the same*** --	No
NVTA Website	5/18/2020 2:21 PM	Joyce Rath	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: An $80;000;000 cut through road? For a 2.5 mile road is unbelievable. It is going to create terrible congestion at it’s beginning beginning and end. To what, having people pop onto 95 again ? We all know how things work. I can’t believe how you people enjoy spending our money. No this is not necessary a boondoggle in my humble opinion. Joyce Rath --	No
NVTA Website	5/18/2020 2:19 PM	Patrick Roessler	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: There needs to be a sound wall barrier between the new road and the Four Seasons community. The traffic sounds from I95 are not good now. More noise from the new road will make this side of the Four Seasons community hard to live in. --	No
Email	5/18/2020 2:17 PM	Mary Ellen Miller	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	A neighbor was killed while walking along Shreve Road last summer. Frequent accidents between cyclists and bikers and Automobiles occur regularly. How many people must be hurt or fatally injured before improvements to this highly used cut-through Road are made? Please help us by making these desperately needed changes.	Yes
NVTA Website	5/18/2020 14:15	Susan Burkhead	22305	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22305 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 14:09	William Acree	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025-3627 Six Year Program Written Comment: The "Project Location" map provided with the " Van Buren Road North Extension: Route 234 to Cardinal Drive" PWC-025 announcement flyer is incorrect. The point of the VBR extension intersection with VA-234 is too far to the southeast at the I-95 South on ramp intersection and traffic signal near the Cracker Barrel restaurant. The actual intersection is about a quarter mile to the northwest at the next traffic signal intersection of old Van Buren Road with VA-234 between the El Paso restaurant and the Montclair restaurant. The intersection as actually shown would be less objectionable as it is further away from the Copper Mill and Four Seasons developments. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/18/2020 1:32 PM	Janice Martin	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	This is Janice Martin 22046: -- As a resident in the Shreve Road community, I would like to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. -- Transporation improvements along this stretch of Shreve Road are clearly needed. -- Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. -- As commercial development expands, more and more vehicles will be on Shreve Road. -- Adequate protection for bicyclists and pedestrians is vital.	Yes
NVTA Website	5/18/2020 13:31	William Binney	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Impact Statement: Not only will this project increase the traffic and destruction of the roads in this area, there are already large trucks that cut through the area that travel from I-95 to I-66. With the addition of the proposed road we can expect adverse changes on our property values, nature trail and community security. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/18/2020 13:12	Adi Rose Henderson		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am a sixth grade student at Mary Ellen Henderson Middle School and I am writing to you to say that I support the West Falls Church Access to Transit and Multimodal Connectivity application. When we could go to school, I walked down Shreve Road almost every day. I want it to be safer for me and my friends and my mom and my dogs, who sometimes walk to school with me. I would appreciate it if you could please fund this project. Thank you for reading this and and for all the work that you do. It is all very helpful. Also, here's a random dad joke to lighten up your day: a bad limbo player walked into a bar.	Yes
NVTA Website	5/18/2020 13:05	Angelo DiMascio	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: We must avoid an environmental disaster resulting from the construction of the Van Buren Road extension. There is no compelling justification for spending public funds for a road that is not required by the citizens!!! --	No
NVTA Website	5/18/2020 12:56 PM	Al Setikas	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Van Burren Extension should NOT BE APPROVED!!! It would destroy neighborhood areas and have a negative impact on residents and wildlife quality of life!! --	No
NVTA Website	5/18/2020 12:34	John Maceo	22025	Other	Other	Zip code: 22025 Six Year Program Written Comment: It is inconceivable that Spending that much money for a road that will not cure the congestion problem of everyday travel but instead destroy the lifestyle of many living in the nearby homes. There must be a better way to spend taxpayers money! --	Other
Email	5/18/2020 12:26	Mike J.	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir or Ma'am, I am writing in support of the West Falls Church Grant Project. As a local resident (zip 22043), I feel that the West Falls Church Access to Transit and Multimodal Connectivity application is essential. Improvements along this stretch of Shreve Road are clearly needed. As an avid jogger and biker I have significant experience with the road conditions / arrangement in this area and it is exceptionally dangerous. New develops will only serve to exacerbate the already existing problems, resulting in more accidents and injuries. In short, I feel that adequate protection for bicyclists and pedestrians is essential for community safety.	Yes
NVTA Website	5/18/2020 12:12	Gary Coffin	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Need to spend it on more need projects, like adding more lanes to I95, not toll lanes It is going to create bottle neck at Dumfries Rd and Van Buren. Probably all Tractor trailers will take to avoid the weight scales No a win for anyone except the one building the warehouses Gary Coffin	No
NVTA Website	5/18/2020 11:48	Russell Tomita	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I highly recommend the Van Buren Road North Extension: Route 234 to Cardinal Drive project not be funded. As a resident of the Four Seasons community, this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security.	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/18/2020 11:36	Ellis Bell jr.	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I believe the project would be a negative impact on our overall community. Noise and overall construction process would destroy the quality of life that we now have at Four Seasons Historic Virginia. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 11:34	Sharon Palgutt	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I'm writing to voice my opinion concerning the Van Buren Road Extension. This road will have a significant negative impact on our community in general, and more specifically on property values, and community security. To be candid, this is not about easing traffic. This is a proposal by one individual who owns a land locked parcel and is trying to entice the county into helping him obtain access. A 2 mile road is not going to significantly ease 95 traffic and will not benefit a significant number of county residents . The proposed road will allow trucks to bypass the weigh station on 95, cause congestion to the communities that use Benita Fitzgerald, Cardinal Drive and 234. It would overload the small intersection, which is already congested, at Van Buren and 234, which can not be expanded. This is not a proposal I want our valuable county funding to support. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 11:23	Ching Lee	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I have been residing in Dumfries for 12 years, here to request your reconsideration vote against the Van Buren Road project in Dumfries, which is part of the NVTA 2021 funding for design, engineering, environment assessment. The potential impacts to Dumfries Road by the Van Buren Road project are many, the one mostly takes to my heart is it would worsen the traffic flow that currently exist. More traffic, possible trucks coming through on Dumfries Road, making the already jammed traffics, to and from, the exit 152 and route 1 worse during rush hours on weekdays. So I am oppose the project until a plan which could improve Dumfries Road’s capacity to take on increased traffic flow first. Thanks again for your reconsideration to vote against the project from the funding. --	No
NVTA Website	5/18/2020 11:13	Alfred Giambone	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am strongly against the NVTA's Van Buren Road Design, Engineering, and Environmental Assessment Project. I believe that Minnieville Rd and Route One adequately provide the county with parallel alternatives to I-95. Anew four line extension will just shift the normal traffic from these two routes. --	No
Email	5/18/2020 10:59	Daniel O'Grady	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Name: Daniel O'Grady Zip Code: 22046 I understand that NVTA is considering a grant that would go for improvments to the pedestrian and bicycling pathways along Shreve Road, from the W&OD Trail to Route 7. I hope this can be approved. These improvements are critical. I walk and bike along this stretch often and find it very nerve-wracking. Cars whip around this corner and there is no protection offered to those who choose to walk, many of whom are teenagers coming home from the high school and middle school at the corner. I sent in a photograph of this scene to the county authorities last year and labeled it as "Dead Man's Corner." It is truly scary. And we are still mourning the violent death last summer of a young mother struck down by a speeding motorist while walking from the Poplar Heights swim/tennis club. That tragedy alone underscores the need for serious improvements.	Yes
NVTA Website	5/18/2020 10:59 AM	Robert Ellis	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I want to comment on the Van Buren Road design and construction project. My wife and I are both 100% AGAINST this project as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. We recently purchased our home because of my of the attributes of the community. Adding another road just to make a trip a little quicker is ridiculous. There comes a point where you must just say STOP – we have enough roads. I strongly encourage you to remove this project and leave Four Seasons as the wonderful community that it was built to be and remain. Thank you, Robert Ellis. --	No
NVTA Website	5/18/2020 10:54	David Priest	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Application Number: PWC-025 Location: Between Rte. 234 and Cardinal Dr. (via Van Buren Rd) Transaction ID Nbr: 273 This proposed 4-lane project will have significant negative impact on the local community of Four Seasons as well as the new development on 234 near Van Buren Rd. The project is actually going to increase not decrease volume of traffic at the Van Buren and 234 intersection which is already significantly congested especially at rush hour based on the volume of 234 traffic getting to 95. The proposed/approved new shopping centers along 234 and the large church being built will not allow improvements to that Van Buren–234 intersection and degrade if not make the intersection unsafe for the local businesses (several hotels, etc) and housing communities in that immediate area. If the project is undertaken, there must be built into the cost of the project, up front and not a separation appropriation/request, the mitigation of noise and the loss of walking trails in the immediate area as the proposed highway project runs between two housing areas, one of which is a 55plus and will have a negative health and safety impact by way of traffic noise, potential security risks of the transient population and expose an older community to a degradation in quality of life. Additionally, this project was not drafted or in the long range planning when Four Seasons or the other communities were developed. Request you reconsider this and look toward enhancing the interconnector at an intersection more capable of sustaining the significant increase of traffic. The 80 million dollar price tag appears to be significantly under-estimated and should be reassessed based on the above community concerns, traffic congestion and high population areas being impacted. thank-you -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/18/2020 10:53 AM	Frederick Clem	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: The Northern Virginia Transportation Authority (NVTA) is considering 41 transportation projects for FY' 2021 funding. Van Buren Road North was submitted by Prince William County for funding to conduct Design, Engineering, and Environmental Assessment of the road. If this road is funded and built, it will have a significant negative impact on the Four Seasons Active Retirement community in general, and more specifically on the property values, quiet enjoyment, nature trail, and community security. Therefore, I am requesting that the Van Buren Road North Design Project be removed from the 2021 funding request. Thank you Frederick Clem	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/18/2020 10:48 AM	David McCarthy	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Opposed to Van Buren Rd expansion. Please remove the Van Buren Road design and construction from the County's transportation bond referendum as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. --	No
NVTA Website	5/18/2020 10:46	Mike Herrick	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Van Buren road in PWC. Willhave,adverse impact on security on four seasons,gated community. Road will cut thru back of community and allow egress into community and detroy tree buffer that shields us from road noise of I95. --	No
NVTA Website	5/18/2020 10:44	Roberta Yourtee	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a resident of Four Seasons of Historic Virginia on route 234, I strongly urge you not to approve the Van Buren Road extension as it will have a negative impact on the lives of residents in our development. Besides the significant impact on the environment the disruption of our lives will be greatly impacted by the road passing through and very near our homes not only causing unprecedented noise but also reduce the value of our homes. I beg to to please consider not going through with this plan . Respectfully, Mrs. Roberta Yourtee	No
NVTA Website	5/18/2020 10:43	Tamara Pruitt	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: I am a resident of the Four Seasons Complex. I am in favor of the Van Buren Road Project. There is already a light at highway 234 and traffic already has to stop from time to time. This would be a great way to send some of the traffic away from 234 and Golf Club Road. When we purchased our home we were aware that this road would at a later date be done. It would really not affect many people. --	Yes
Email	5/18/2020 10:43	Jason Kagarise		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern, As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transporation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger.	Yes
Email	5/18/2020 10:42	Jennifer Diffell	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail. The design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro, Poplar Heights pool, and Shrevewood Elementary (which has not been able to participate in the annual Bike/Walk to school day because of safety issues.)	Yes
NVTA Website	5/18/2020 10:41 AM	D. Anette Gray	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: As a Four Seasons resident, I am deeply opposed to the Van Buren project. We have way too much wooded land clearing and construction going on around us, and enough is enough. The owner was not publicly forthcoming in a timely manner, and it turns out he didn't fully specify his intent. We need to preserve what little wooded areas that are left, in order that the value, safety and quiet of the area around us may be spared. --	No
NVTA Website	5/18/2020 10:41	Judy Dota	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Please do not consider the Northern Van Buren Road extension ! We live in FourSeasons and the road will negatively impact our homes. The noise level, our community's safety, our property values, our nature trail and peaceful community feel would be strongly impacted! A very concerned citizen, Judy Dota --	No
NVTA Website	5/18/2020 10:38	Adrienne Fagler	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: No to the Van Buren project Reasons for no: 1) Residents walk the Four Seasons nature trail daily, and this project would have a negative impact on the trail and make the trail less safe for residents. 2) The project would decrease property values, and the neighborhood would possibly have undesirables walking through our neighborhood due to the closeness of Van Buren. --	No
NVTA Website	5/18/2020 10:33	Elizabeth Kelly	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Zip code: 22025 Six Year Program Written Comment: Re: NVTA Van Buren Road Design Project: This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. Please do not this project (funding) in your 6-year plan. --	No
NVTA Website	5/18/2020 10:32	Kelley Thomas	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	Six Year Program Written Comment: Re: NVTA Van Buren Road Design Project: This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. Please do not this project (funding) in your 6-year plan. --	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/18/2020 10:32	Stephen Sebesta	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a long-term resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I have lived just off on two sections of the road over the past 10+ and have personally witnessed far too many injuries, vehicle crashes, and near misses. The situation has been dire for many years, and with the additional traffic coming due to commercial development at Route 7 & Shreve road, these safety issues simply must be addressed now. Vehicular traffic is poised to significantly increase, and without transportation improvements for all users of the road there will certainly be many more injuries. The residents of this community deserve safe crossings and safe roads, especially with multiple trail crossings and multiple schools and paths along, adjacent to, and directly feeding into the route.	Yes
Email	5/18/2020 10:21 AM	Liz Verdi		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern: As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multi modal Connectivity application. Improvements along this stretch of Shreve Road are clearly needed to provide protection for bicyclists and pedestrians. The proposed mixed-use project that will be developed where George Mason HS is currently located, will provide a walk-able entertainment area for our neighborhood. We are in fear of this road due to the tragic event that killed a woman last year.	Yes
Email	5/18/2020 10:14	Sean Tasha O'Donnell	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern, I am writing you in support of safety improvements along Shreve Road in Falls Church, VA. -- As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. -- Transporation improvements along this stretch of Shreve Road are clearly needed. -- Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. -- As commercial development expands, more and more vehicles will be on Shreve Road. -- Adequate protection for bicyclists and pedestrians is vital.	Yes
Email	5/18/2020 10:09	Andre Christian	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/18/2020 10:07	Brian Ostar	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, As a homeowner in Falls Hill and the Shreve Road community, I would like to express my stron support for the West Falsl Church Access to Transit and Multimodal Connectivity application. My family and I, including two young boys, often take walks and bikes along Shreve Road, and it often is quite dangerous to walk to Route 7. Transporation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.	Yes
NVTA Website	5/18/2020 9:54	Erol Morey	22202	ARL-014	CC2DCA Intermodal Connector	Zip code: 22202 Six Year Program Written Comment: Great stuff! That said, please prioritize the walkway from Crystal City/National Landing to the airport as #1 to implement. Whatever you can do to fast track should be done. --	Yes
Email	5/18/2020 9:35	Scarborough, Ryan	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern, I live just off Shreve Road on Highland Estates Place. Several mornings each week I jog on the trail that runs along Shreve Road. The trail is an ideal place for exercise and transportation in our community, but there are dangers in its design that require me to be on heightened alert when I use it near road crossings. Given that road usage is only going to increase in the future, I feel that it is important for the safety of the residents in our community to make the changes contemplated by the West Falls Church application. I ask that you give serious consideration to this important improvement in our community.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/18/2020 9:27	Armand LeVasseur	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern – I am writing to provide my support for the West Falls Church Access to Transit and Multimodal connectivity application. As a resident that lives near Shreve road and is a member of the Poplar Heights pool which is adjacent to Shreve Road, I utilize the stretch of road that is being considered for improvements as part of this grant. I personally use the pedestrian pathway with my family to walk to the retail areas on Route 7 via this area. With the increase in commercial development along Route 7 including the new school and retail that will accompany it, there will be even more foot traffic along this path. Transporation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger and one that was realized too painfully last year. As you know, a neighbor in the community was tragically killed. This hit closer to home for us as my son attended school with her son and we had been friends for 6 years. I know you cant make a decision based on sadness but I do think it should showcase a need for the improvements. This area of our city needs these improvements and I hope that you can provide the approval for this grant to be awarded. Best Regards,	Yes
Email	5/18/2020 9:27 AM	Jeff Kuck	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am writing to express my support for safety improvements focusing on pedestrian and bike safety along Shreve Road between the W&OD trail and Route 7. Myself and other concerned residents have communicated with community and transportation eaders of Fairfax and the CIty of Falls Church multiple times about dangers I have personally observed along this stretch of roadway and I will forward these messages separately for your review. My children use this transit corridor on a daily basis to walk and bike to and from school at MEH and George Mason. I walk this stretch to access the WFC metro. All of my family use this stretch periodically to reach events held at the local VFW, go to shopping stores on Route 7, and visit restaurants as well. The level of volume, high speed of vehicles, a complete absence of crossing points, and the dangerous curve are all issues that need to be addressed if additional deaths and accidents along this stretch of roadway are to be mitigated. Traffic issues will increase as additional development, both commercial and residential, are built in the area. While there have been improvements made to the sidewalk along this stretch since 2018, much still needs to be done to enhance traffic, pedestrian, biker safety, and ADA compliance.	Yes
Email	5/18/2020 8:56	Jim Hibbard	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi, I am writing to express my support for safety improvements for Shreve Road. I live adjacent to the W&OD trail near Shrevewood Elementary School and can see Shreve Road from my back patio. I am a frequent user of the bike path for walking and for biking. I also use Shreve Road to drive to Merrifield. I would like better safety for pedestrians on Shreve Road. Also, I would like a reduced speed on Shreve Road. If that is not possible, I would like a means to better control speeds or enforce the current speed limit. I observe that many drivers use Shreve Road as a cut through route and that speeds often exceed the 35 mph speed limit.	Yes
Email	5/18/2020 7:57	Andrea Cro	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am writing to you as a resident with property backing onto Shreve Road and the site of the tragic accident near the Vulcan factory that claimed the life of a member of our swim club and community. I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation safety improvements are clearly needed to prevent further loss of life. My community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As projects surrounding the West Falls Church Metro expand, the traffic on Shreve Road will increase, along with greater danger to pedestrians. Please support safety in our community through this grant. Thank you for your attention to this imperative matter, Andrea Cro	Yes
Email	5/18/2020 7:41	Gary Callaghan	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello: My name is Gary Callaghan and I am an resident of Falls Church in the 22046 zip code. As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I was saddened last year when a Falls Church resident lost her life after being hit by a car on Shreve Road. Transportation improvements along this stretch of Shreve Road are clearly needed. Residents of our community use Shreve Road for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. In the meantime until improvements are made, we can only hope there are no more injuries or fatalities along Shreve Road. Please do you part so that we have more than hope to rely upon. Gary Callaghan	Yes
Email	5/18/2020 5:42	Cindy Juvan	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Cindy Dormont 22043 To Whom It May Concern: I support the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are needed in order to support our community. This pathway is used daily for access to metro and retail, but the design of the road and lack of protection puts families in danger. We would like to ensure that families are protected, especially since expanding commercial development will increase the number of vehicles on Shreve Road. Sincerely,	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/17/2020 22:04	Dave Moya	22201	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	My name is David Moya, and I live with my wife Karen and three children at 7227 Allan Ave, Falls Church, VA 22046. I strongly support the Shreve Rd redevelopment grant. Allan Ave is a cut through from Shreve road and has over 350 cars an hour during rush hour. With no sidewalks we risk our lives everyday as people drive over the speed limit down our streets coming from Shreve Rd. Our children wait for the bus in the street as cars speed past. Majority of those cars come from Shreve Rd. The traffic pattern must be fixed and this starts with Shreve Rd. Once improvements are completed, the access to Buckelew must be restricted at rush hour to residents only. This was done in Sleepy Hollow and other neighborhoods in Fairfax County. This must happen here. We have had one family devastated by the lack of leadership here. We need the funds now, and safety must come first in our county. I hope this finds its way to the right person before it's too late for another family.	Yes
Email	5/17/2020 22:03	Denis He	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Denis He 22043 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/17/2020 9:06 PM	Adam Enatsky	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I hope the grant will help with the following items: -- Transportation improvements along a dangerous turn on Shreve Road, next the Vulcan factory, that are clearly needed. -- A safe community use pathway for daily access to Metro and shopping. The current outdated design of the road lacks protection of any kind and represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. -- Adequate protection for bicyclists and pedestrians at this turn as it is also a connection point to the W&OD trail.	Yes
Email	5/17/2020 8:43 PM	Elizabeth Sites	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	?Hi, My name is Liz Sites and my zip code is 22046. As a resident in the community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transporation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. Thank you. Liz Sites Also: I have two young boys who I want to use this stretch safely. Thanks.	Yes
Email	5/17/2020 20:38	Ann Vari	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am a member of the Shreve Road community, and I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application. I have lived in the Falls Hill neighborhood for 32 years and I have seen the increase in population and the volume of traffic make Shreve Road more and more dangerous – for cars, bikes and pedestrians. With the ongoing development around the Shreve Road and Rt. 7 intersection, I expect that without thoughtful improvements, conditions and levels of safety will continue to deteriorate. I would love to be able to walk or bike to Metro or to go shopping, but even before the development got under way, the route was not safe, as evidenced by the death last summer of a community member walking near the Vulcan plant. With even more people, more cars, and more reasons to use the road, I expect we will see even more tragic accidents. Please do not leave our community to fend for ourselves under worsening conditions. Please fund the transportation grant for safety improvements along Shreve Road. Respectfully, Ann Vari Falls Hill Neighborhood Member	Yes
Email	5/17/2020 20:09	Tara Henigan	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/17/2020 7:36 PM	Nicole Lima	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good evening, As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.	Yes
Email	5/17/2020 19:34	Robert Torla and Ann Sibold		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As residents of Falls Church (zip code 22046) and members of the Poplar Heights Recreation Association, we support the $6.9 million transportation grant for safety improvements along Shreve Road that would have a direct bearing on Poplar Heights Recreation Association and on the safety of the bike path that runs along and crosses Shreve Road. In particular, we must prevent another tragic accident like the one which occurred last summer: a pedestrian was killed by a speeding motorist while walking along and trying to cross Shreve Road. -- As residents of the Shreve Road community, we would like express our strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. -- Transportation improvements along this stretch of Shreve Road are clearly needed. -- Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. -- As commercial development expands, more and more vehicles will be on Shreve Road. -- Adequate protection for bicyclists and pedestrians is vital. Thank you for your consideration of the vital importance of this grant to our community. Sincerely, Ann Sibold and Robert Torla	Yes
Email	5/17/2020 7:00 PM	Steve Ruwe		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am AGAINST the grant proposal addressed below. We are obviously going to be facing budget crunches looking ahead. The tragic death addresses below involved a stolen vehicle and was not a normal traffic accident. There is no call for an almost $7m solution to a random incident. Also consider the extreme reformation of shreve/haycock on the other side of rt 7. Perhaps understand the impact of that development before a project to reform traffic on the shreve side of that traffic area. Btw, the entity that sent this email may be violating it's own charter in engaging in the lobbying it is engaged in. ---------- Forwarded message --------- From: Poplar Heights Rec. Assoc. <president@poplarheights.org> Date: Sun, May 17, 2020, 6:39 PM Subject: Please Support Shreve Road Safety Improvements To: <ssruwe@gmail.com> View this email in your browser Poplar Heights Recreation Association	No
Email	5/17/2020 18:55	Sonia Urbom		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transporation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/17/2020 3:16 PM	Andrew Gilmore		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA, I am a twelve year old boy and a resident of Falls Church City. I think you should support the grants for the Park Avenue Improvement, CFC, 005 and East side of Shreve Rd, between W&OD and Rte. 7, CFC-006. I use Park Avenue often including going to the library and celebrating Memorial Day. The sidewalks are small and normally overcrowded. Shreve Rd is currently not looking like a safe place for students to walk home. The sidewalk is broken and cracked in many places. These grants would help Falls Church City by making pedestrians safer, please consider giving us these grants.	Yes
Email	5/17/2020 3:16 PM	Andrew Gilmore		CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA, I am a twelve year old boy and a resident of Falls Church City. I think you should support the grants for the Park Avenue Improvement, CFC, 005 and East side of Shreve Rd, between W&OD and Rte. 7, CFC-006. I use Park Avenue often including going to the library and celebrating Memorial Day. The sidewalks are small and normally overcrowded. Shreve Rd is currently not looking like a safe place for students to walk home. The sidewalk is broken and cracked in many places. These grants would help Falls Church City by making pedestrians safer, please consider giving us these grants. Thank you for reading my letter and I urge you to fund the grants for the City of Falls Church.	Yes
Email	5/17/2020 14:58	Paul Snodgrass		NOV-002	Arlington W&OD Trail Enhancements	Greetings, I am writing in support of the widening of the W&OD Trail, particularly in the highly utilized sections around neighborhoods, parks, and playgrounds. As more and more people use these vital arteries for recreation, commuting, and training, it is clear that the mixed use requires more space. In a time of social distancing, this is even more clearly needed. Electric assist transportation like e-bikes and scooters should be encouraged, but we need to to have more space to accommodate people traveling at different speeds. I am also supportive of improving the safe use of our street system for bicycles and other alternative to cars for transportation. The climate crisis and health of our residents are top on my mind and I encourage all efforts to reduce energy consumption, particularly from fossil fuels. Thank you for your consideration. Paul Snodgrass	Yes
Email	5/17/2020 11:42 AM	Ron Friedmann	22205	ARL-019	Ballston-MU Metrorail Station West Entrance	I urge you to support the proposed West Entrance to the Ballston Metro station. The proposal is Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). The proposed new entrance would be at Vermont Street, nearly a quarter mile to the west of the sole existing entrance, at Fairfax Drive and Stuart Street. Building the new entrance would bring a number of important benefits. * Faster access for people living to the west of the station, thus encouraging more Metro use. This would also support the extensive new residential construction west of Ballston Station, including several hundred new apartments. This likely changes the calculus of past studies. * The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040. * The single existing entrance also represents a safety issue in my opinion. The ability to evacuate the station in the event of an emergency is badly limited now, especially in peak hours. * The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. * The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end. * The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston's bus depot. * Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia. Ballston is one of the most important multimodal hubs in Virginia. Since it was designed with only one entrance, the area around it, and particularly to its west, has become much more densely populated. Its single entrance is over capacity and no longer effectively serves the needs of its area. Adding a second entrance will encourage the use of mass transit and improve safety.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/17/2020 11:12	Tania Chandler	22205	ARL-019	Ballston-MU Metrorail Station West Entrance	I urge you to support the proposed West Entrance to the Ballston Metro station. The proposal is Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). The proposed new entrance would be at Vermont Street, nearly a quarter mile to the west of the sole existing entrance, at Fairfax Drive and Stuart Street. Building the new entrance would bring a number of important benefits. - It would make walking to Metro much more convenient for people living to the west of the station and would encourage those people to use Metro. Thus, it would decrease driving and highway trips. In the last few years, a large amount of new residential construction has been built in the area west of the Ballston Station, including several hundred new apartments. There are many more people who are likely to use the West Entrance now than there were in the past. - The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040. - The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. - The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end. - The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston's bus depot. - The new entrance will make it easier to evacuate the Ballston Station in the event of emergency. The Ballston Station has high ridership and is often very crowded. Thus, improved evacuation routes are extremely important. - Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia. Ballston is one of the most important multimodal hubs in Virginia. Since it was designed with only one entrance, the area around it, and particularly to its west, has become much more densely populated. Its single entrance is over capacity and no longer effectively serves the needs of its area. Adding a second entrance will encourage the use of mass transit and improve safety. Thank you for your time and consideration of this project for funding. Sincerely, Tania Chandler Resident and Home Owner Arlington 22205	Yes
Email	5/17/2020 9:27	Henry McFarland		ARL-019	Ballston-MU Metrorail Station West Entrance	I urge you to support the proposed West Entrance to the Ballston Metro station. The proposal is Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). The proposed new entrance would be at Vermont Street, nearly a quarter mile to the west of the sole existing entrance, at Fairfax Drive and Stuart Street. Building the new entrance would bring a number of important benefits. * It would make walking to Metro much more convenient for people living to the west of the station and would encourage those people to use Metro. Thus, it would decrease driving and highway trips. In the last few years, a large amount of new residential construction has been built in the area west of the Ballston Station, including several hundred new apartments. There are many more people who are likely to use the West Entrance now than there were in the past. * The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040. * The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. * The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end. * The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston's bus depot. * The new entrance will make it easier to evacuate the Ballston Station in the event of emergency. The Ballston Station has high ridership and is often very crowded. Thus, improved evacuation routes are extremely important. * Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia. Ballston is one of the most important multimodal hubs in Virginia. Since it was designed with only one entrance, the area around it, and particularly to its west, has become much more densely populated. Its single entrance is over capacity and no longer effectively serves the needs of its area. Adding a second entrance will encourage the use of mass transit and improve safety. Thank you for your time and consideration of this project for funding. Sincerely, Henry McFarland CC: Richard Roisman - rroisman@arlingtonva.us Pierre Holloman - pholloman@arlingtonva.us	Yes
Email	5/17/2020 6:46	H. Alexander Manuel		NOV-002	Arlington W&OD Trail Enhancements	Dear Sir/ Madam, I write in support of widening and improving the W&OD and Custis walk/bike trails. If Coronavirus has taught us nothing else it is that the our trails suffer dangerous rush hour conditions not just during work commuting hours but whenever people are at home as well. Also, please triple the width of the trails and create a speedway for the lanes near the wall if the cyclists insist.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/16/2020 19:47	JD		CFC-005	Downtown Falls Church Multimodal Improvements	Daer NVTA, On behalf of the Falls Church Chamber of Commerce, please accept this email as a statement of support for the transportation grant application recently submitted by the City of Falls Church that will improve downtown Falls Church. As a resident of the City of Falls Church, I believe that improving downtown Falls Church is essential to the City of Falls Church. The City of Falls Church is a small town where citizens enjoy walking to features in the town like Mary Riley Styles Public Library on the corner of North Virginia Ave and Park Ave. This project will improve not only the happiness of the citizens but the safety of the citizens of Falls Church. In summary, the Chamber and citizens of Falls Church encourage the NVTA to approve the City's grant application, as it will encourage multimodal transportation options and spur economic development in the greater Falls Church area.	Yes
NVTA Website	5/15/2020 11:31	Victor Angry	22193	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Zip code: 22193 Six Year Program Written Comment: I support funding for the Town of Dumfries Route One widening project. Completing this project adds to major project of widening the route one corridor from Fort Belvoir to Quantico. Route one is a highly traveled road from our Nations Capital to Fredericksburg and completing this section will help alleviate congestion in this area. --	Yes
Email	5/15/2020 10:09	Erin and Christopher Korves	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/15/2020 10:08	Erin and Christopher Korves	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/15/2020 9:17	Margaret Eccles	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Margaret Eccles 22046 I want to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I live on Buckelew drive and am a very frequent user of Shreve Road. I was glad to see the speed limit reduction, but am concerned that it will not be enough, especially as the new development adds more traffic to the area. I personally would consider using my legs instead of my vehicle more often for my frequent trips to the shopping center if I could feel safe doing it. I am hoping that this grant would help to make that possible again.	Yes
NVTA Website	5/14/2020 10:53 PM	CarolAnn Siciliano	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Zip code: 22046 Six Year Program Written Comment: I am a Falls Church resident and avid recreational walker through the City and along the trails. I strongly support funds dedicated to improving our trails, sidewalks and crosswalks. These improvements will help all us us share our precious outdoor resources. --	Yes
Email	5/14/2020 21:58	Jeff Peterson		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi Could you please tell me what impact the plans to change the Wand OD trail in Falls Church will have on the Elwood Street Memorial Bench? What effort will be made to preserve and protect this historic structure? Thank you	Other
Email	5/14/2020 19:10	Brian Prest and Sarah Tung	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I'm writing to express my support for the "West Falls Church Access to Transit and Multimodal Connectivity" grant. We bought our home in part because of proximity to the metro, which would allow me to commute from our house on Fairwood Lane to the West Falls Church metro by bike, and take the metro to my office in downtown DC. But unfortunately, after moving in last fall, I discovered that the bike route along Shreve to West Falls Church metro is far from ideal. There is busy traffic including heavy duty vehicles, at least one blind turn—not ideal for biking, and the sidewalks are narrow and bumpy. In addition, there is insufficient street lighting, so on dark winter evenings coming home from the metro, I have repeatedly had "near misses" with cars on Shreve Road. The path could use significant improvement, and the grant could help on that front. Plus, the path would make it easier to walk or bike to the new mixed use center planned at the intersection of Shreve and Rt. 7. Thank you for your time,	Yes
NVTA Website	5/14/2020 6:47 PM	Brenda Robinson	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Zip code: 22026 Six Year Program Written Comment: I support the widening of Route 1 in the Town of Dumfries. This would provide a tremendous easement of traffic and make it much better for the residents to be able to move about in the town. Currently it is very congested especially during rush hour. Also the widening of Route 1 would make it more attractive for new businesses to be created in the Town of Dumfries which is desperately needed. This will allow for more revenue in the town and places for the residents to shop. Lastly, it allow for travelers passing through the Town an easier route instead of causing traffic congestion in the Town. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/14/2020 15:52	David Tarter, Mayor, City of Falls Church via Kerri Oddenino	22046	CFC-005	Downtown Falls Church Multimodal Improvements	The City of Falls Church respectfully submits this letter of support for the (1) West Falls Church Access to Transit and Multimodal Connectivity Project, and the (2) Downtown Falls Church Multimodal Improvements Project applications for funding through the NVTA FY2020-2025 Six Year Program. Letter attached	Yes
Email	5/14/2020 15:52	David Tarter, Mayor, City of Falls Church via Kerri Oddenino	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	The City of Falls Church respectfully submits this letter of support for the (1) West Falls Church Access to Transit and Multimodal Connectivity Project, and the (2) Downtown Falls Church Multimodal Improvements Project applications for funding through the NVTA FY2020-2025 Six Year Program. Letter attached	Yes
Email	5/14/2020 11:26	Katy Lang	22046	NOV-002	Arlington W&OD Trail Enhancements	Good morning NVTA, I am writing in support of NovaParks' project (#40) to widen the W&OD trail. The W&OD is a critically important transportation connector for the northern Virginia region. If the W&OD was wider, induced demand would attract even more biking and walking trips which would relieve congestion on I-66. The benefits to air quality (one of the worst environmental problems in our region) are huge when car trips and congestion are reduced. As the Bicycle Element of Arlington's Master Transportation Plan explains, increasing safe spaces for people to bike helps the environment. Transportation accounts for 29% of total greenhouse gas emissions in the United States and trips within Arlington account for 24% of Arlington's emissions. That is why reducing vehicle miles traveled and increasing use of alternative and public transportation is one of the primary goals of Arlington's recently adopted Community Energy Plan.	Yes
Email	5/14/2020 10:24 AM	Keith Thurston	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	. I am writing in support of the two applications submitted by the City of Falls Church. The Downtown Inter-model application is key to improving pedestrian crosswalks, rationalizing intersections and and provided better access to mass transit stops. Safe connections from the W&OD Trail with pathways to walk and bike to the West Falls Church Metro station is very important to integrated the transportation network. We fully support both of these initiatives.	Yes
Email	5/14/2020 10:24 AM	Keith Thurston	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I am writing in support of the two applications submitted by the City of Falls Church. The Downtown Inter-model application is key to improving pedestrian crosswalks, rationalizing intersections and and provided better access to mass transit stops. Safe connections from the W&OD Trail with pathways to walk and bike to the West Falls Church Metro station is very important to integrated the transportation network. We fully support both of these initiatives.	Yes
Email	5/14/2020 9:45	Chris Forinash		NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the NVTA, Please support the project proposed by NovaParks to improve the capacity and performance of the W&OD trail, #40 on your current candidates list at https://thenovaauthority.org/wp-content/uploads/2020/03/NVTA-FY2020-2025-SYP-Candidate-Project-List-3-11-Linked.pdf. As the only NovaParks project in front of you, and the one that most directly improved bike & ped facilities, the W&OD improvements deserve your support. The modest price tag - especially compared to wasteful highway widenings that bring environmental degradation - makes it especially attractive as part of your upcoming funding package. As we have seen during COVID shutdowns, people want and need safe recreation and transportation, and prefer walking and biking to driving. As we begin to recover from COVID, more and more people will be biking to work and school as well. We need to support those changing preferences, and separating bikers from walkers on the W&OD is an important step. In addition, this path provides a real alternative to driving on I-66 and other congested highways and roads. I am concerned about the quality of our environment and natural spaces. The best thing we can do for the environment is to help people drive less. More local concerns like flooding and tree preservation can and will be addressed through detailed design as this project moves forward. Thank you for supporting NovaParks' W&OD trail enhancements. Please feel free to contact me with any questions.	Yes
Email	5/14/2020 9:32	Jennifer Beck		Other	Other	Good morning, Please find my letter in support of NVTA Grant Request for the City of Falls Church attached to this email. Thank you for your time and consideration. Jennifer Beck	Other

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/14/2020 1:03 AM	Ajay Gupta	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Zip Code 22043 Email Guptaajayp@hotmail.com As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/13/2020 9:44 PM	Health and Wellness Advisory Committee Member Falls Church City School Board Komal Bazaz Smith	22031	CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA: As a long-time member of the Health and Wellness Committee, I am writing to strongly support the City of Falls Church's grants for funds to improve the West Falls Church Connection to W&OD Trail Project (Application # CFC-006) and the Downtown Falls Church Multimodal Improvements Project (Application # CFC-005). Funding these grants will greatly increase pedestrian and bicyclist safety and encourage more walking and biking in the City. Installing a new multi-use path and planting strip along Shreve Road between the W&OD Trail and Route 7 with lighting and a crosswalk near the intersection of Gordon Road, will provide a much safer route for students walking and biking to school than is currently available. The Health and Wellness Advisory Committee is actively working to increase the numbers of students who walk and bike to school. One challenge is the concern among parents that there is no safe access from the W& OD Trail to the High School and Middle School. Students currently bike or walk along the congested Route 7, cut through the heavily trafficked parking lot or back alley of the Falls Plaza shopping center which is commonly used as a cut-through to Haycock Rd, especially at rush hour. This is particularly dangerous for students who participate in after school activities or arrive at school in the early hours with less daylight available. The West Falls Church Connection Project would provide a much safer alternative path by allowing pedestrians and bikers to stay on the W&OD Trail and access Route 7 through the new lighted and wide-berthed access route. Providing a safer corridor for student pedestrians and bikers will become increasingly important in future years as congestion and traffic increase through the redevelopment of the area adjacent to the West Falls Church Metro, Mary Ellen Henderson Middle School, and the new George Mason High School. The multimodal improvement project for downtown Falls Church City will also greatly improve accessibility and safety for students walking and biking by providing safer routes through the West Broad Street Corridor. Parents have expressed concern of the lack of safe routes through the downtown area of the City that is heavily trafficked during commuting hours and has many driveways and business parking lot entrances that make for hazardous student crossing. Creating safer crossings, installing curb extensions, and increasing visibility at six key intersections on Park Avenue, will increase the safety for student pedestrians and bikers through the downtown area of the city. Increasing the safety of available routes for students to walk and bike to school is a pressing concern to our community in the coming years, particularly as development and density continue to increase along the Route 7 corridor. I strongly encourage you to support both the West Falls Church Connection to the W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project.	Yes
Email	5/13/2020 9:44 PM	Health and Wellness Advisory Committee Member Falls Church City School Board Komal Bazaz Smith	22031	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA: As a long-time member of the Health and Wellness Committee, I am writing to strongly support the City of Falls Church's grants for funds to improve the West Falls Church Connection to W&OD Trail Project (Application # CFC-006) and the Downtown Falls Church Multimodal Improvements Project (Application # CFC-005). Funding these grants will greatly increase pedestrian and bicyclist safety and encourage more walking and biking in the City. Installing a new multi-use path and planting strip along Shreve Road between the W&OD Trail and Route 7 with lighting and a crosswalk near the intersection of Gordon Road, will provide a much safer route for students walking and biking to school than is currently available. The Health and Wellness Advisory Committee is actively working to increase the numbers of students who walk and bike to school. One challenge is the concern among parents that there is no safe access from the W& OD Trail to the High School and Middle School. Students currently bike or walk along the congested Route 7, cut through the heavily trafficked parking lot or back alley of the Falls Plaza shopping center which is commonly used as a cut-through to Haycock Rd, especially at rush hour. This is particularly dangerous for students who participate in after school activities or arrive at school in the early hours with less daylight available. The West Falls Church Connection Project would provide a much safer alternative path by allowing pedestrians and bikers to stay on the W&OD Trail and access Route 7 through the new lighted and wide-berthed access route. Providing a safer corridor for student pedestrians and bikers will become increasingly important in future years as congestion and traffic increase through the redevelopment of the area adjacent to the West Falls Church Metro, Mary Ellen Henderson Middle School, and the new George Mason High School. The multimodal improvement project for downtown Falls Church City will also greatly improve accessibility and safety for students walking and biking by providing safer routes through the West Broad Street Corridor. Parents have expressed concern of the lack of safe routes through the downtown area of the City that is heavily trafficked during commuting hours and has many driveways and business parking lot entrances that make for hazardous student crossing. Creating safer crossings, installing curb extensions, and increasing visibility at six key intersections on Park Avenue, will increase the safety for student pedestrians and bikers through the downtown area of the city. Increasing the safety of available routes for students to walk and bike to school is a pressing concern to our community in the coming years, particularly as development and density continue to increase along the Route 7 corridor. I strongly encourage you to support both the West Falls Church Connection to the W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/13/2020 19:37	Luke Abel	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Luke Abel 22043 As a resident of the Shreve Road community, I want to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. My family, including my young daughter, drives, bikes, and walks across and along Shreve Road on a daily basis. Each time, it's clear how badly improvements are needed to make the road reasonably safe and amenable to multimodal transportation. The need for these improvements will only increase as Falls Church continues to grow and develop. Please award the West Falls Church Access to Transit grant today, instead of a later date when the risks and requirements will be that much more.	Yes
Email	5/13/2020 16:17	Daniel W Poe	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I live on Allan Avenue near the top of the hill. I'm retired and stay at home most of the time. But occasionally I like to go take in a ball game at Nationals Park. If I go via Metro (West Falls Church), sometimes I prefer to walk rather than drive. My path takes me down Alan Avenue, down Buckelew Drive, and onto the W&OD trail adjacent to Shreve Road until Shreve makes a turn toward Route 7. Most of that path is fine. But the walkway from the trail to Gordon's Road is in HORRIBLE shape. If it rains, portions of it become puddles that do not drain. And at night, the lighting for the path is marginal at best. The combination can force one onto Shreve Road. Pedestrians on dark roads late at night is a dangerous situation. At the very least, I think that portion of the walkway needs to be replaced with a proper sidewalk. Some additional lighting would also be helpful when going home after a night game. If I were a commuter from my neighborhood who walked to Metro on a regular basis, upgrading this walkway would be a godsend. I don't know what else is planned for this area, but what I've described shouldn't cost very much compared to what seems to be proposed. Additionally, I don't think placing a crosswalk at Gordon Road is necessary. Just my 2 cents. Daniel W Poe	Yes
Email	5/13/2020 15:20	Julio Gracia	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello. As a resident of the Shreve Road community, I write to share my support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail; however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. Without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Thank you.	Yes
Email	5/13/2020 13:30	George Hogeman	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Name: George Hogeman Zip Code: 22043 I would like to add my voice to those encouraging thoughtful development of Shreve Road as it pertains to the commercial development in West Falls Church at the Metro stop and at the site of George Mason High School. We are very concerned that this new commercial development will increase cut through traffic through our neighborhood of Falls Hill. We also fear that this additional traffic will make it more dangerous for us to walk to Broad Street to both the current and future commercial establishments near the junction of Broad Street and Shreve Road. Please ensure generous space is reserved for both pedestrians and cyclists and that measures are taken to slow the average speed of car traffic along Shreve Road and to discourage non-local truck traffic. Thank you for the recent installation of the tread pads where the O&W bike trail crosses Shreve Road. We also very much appreciate the recent change of signs to lower the speed limit from 35 mph to 30 mph for the portion closest to Broad Street. We do think that additional traffic calming measures would be most helpful and promote safety and lower the average speed on what was formerly more of busy through street rather than the heart of a community which it has become.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/13/2020 12:47 PM	Suzanne and Mike Bayer	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Suzanne and Mike Bayer 22043 As a member of the West Falls Church Community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/13/2020 12:20	Andrew Sakallaris	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I strongly support the West Falls Church Connection to W&OD Trail Project ($6.9 million) and Downtown Falls Church Multimodal Improvements Project ($8.3 million). I believe that these projects will greatly improve transportation for the Falls Church Community.	Yes
Email	5/13/2020 12:20	Andrew Sakallaris	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I strongly support the West Falls Church Connection to W&OD Trail Project ($6.9 million) and Downtown Falls Church Multimodal Improvements Project ($8.3 million). I believe that these projects will greatly improve transportation for the Falls Church Community. Andrew Sakallaris	Yes
Email	5/13/2020 11:07	Greg and Renee Miller	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Greg and Renee Miller 22043 As a resident in the Shreve Road community for over 20 years, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Current expanding commercial development will only increase the number of vehicles on Shreve Road and added toll fees on route 66 have deferred more traffic as well. We need to ensure that folks who utilize the W&OD trail whether walking, running, biking, skating or pushing a stroller have adequate space to move freely. There are several areas along Shreve that pose imminent danger with no walking space at all.	Yes
NVTA Website	5/13/2020 10:52	Christopher Morgan	22308	Other	Other	Zip code: 22308 Six Year Program Written Comment: I am asking the NVTA to NOT allocate regional funds and to de-prioritize funding for capital projects in the U.S. 1 Corridor as defined in HB2313 (2013). The current plan on the U.S. 1 Corridor will decrease quality of life and increase travel times for residents. --	Other
Email	5/13/2020 10:41	Eric John Maier	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Eric John Maier Zip Code: 22043 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/14/2020 9:44	Falls Church Village Preservation and Improvement Society via Lisa Varouxis	22031	CFC-005	Downtown Falls Church Multimodal Improvements	Will improve traffic flow, pedestrian safety, and walkability.	Yes
Email	5/13/2020 9:44	Falls Church Village Preservation and Improvement Society via Lisa Varouxis	22031	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Will provide safe designated access from W&OD to WFC Metro station	Yes
Email	5/13/2020 9:06	Heidi Cahill	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Heidi Cahill 22046 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/13/2020 8:20	John Kosco	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along Shreve Road are sorely needed. There are two hairpin turns, some areas of limited or no sidewalks, and several dangerous pedestrian and bike crossings. We need safety improvements to help pedestrians, bicyclists, and school children cross or walk along Shreve Road. I knew the woman who was killed by an unsafe driver near one of the hairpin turns on Shreve Road last summer. We need this grant to make sure another tragedy like that does not happen again.	Yes
Email	5/13/2020 8:09	Heather S. Mayhew	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Gentlemen: As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.	Yes
NVTA Website	5/12/2020 22:35	Christopher Prior	20136	PWC-017	Prince William Parkway at Clover Hill Road Innovative Intersection	Zip code: 20136 Six Year Program Written Comment: Hello, I'm writing to the support the projects along 234/Prince William Pkwy Sudley Manor interchange and Clover Hill Innovative intersection. I've seen over the last few years that traffic has grown substantially through the corridor and I'm certain it will soon become a bottleneck as additional development is built along the the parkway. Respectfully, Christopher Prior --	Yes
NVTA Website	5/12/2020 22:35	Christopher Prior	20136	PWC-019	Route 234 and Sudley Manor Drive Interchange	Zip code: 20136 Six Year Program Written Comment: Hello, I'm writing to the support the projects along 234/Prince William Pkwy Sudley Manor interchange and Clover Hill Innovative intersection. I've seen over the last few years that traffic has grown substantially through the corridor and I'm certain it will soon become a bottleneck as additional development is built along the the parkway. Respectfully, Christopher Prior --	Yes
Email	5/12/2020 22:35	Marion Jacks		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I have a vested interest in the West Falls Church Access to Transit and Multimodal Connectivity application as someone who lives off Shreve Road in the neighborhood. Shreve Road has been the scene of many accidents in the 3 years I have lived in this community. Traffic on Shreve is intense with cars usually moving much too fast among pedestrians, dog walkers, and bicyclists and crosswalks. Transportation improvements are needed to ensure more safety to the local residents just as much as to the people patronizing the commercial businesses in the area, which over time are likely to increase. Daily, I walk alongside Shreve Road with my dog, always concerned by the potential of a vehicle accident. Not enough protections are built into the walkways. Last August 2019, a recently retired Foreign Service Officer and her 12 year old son who lived in the Shreve community was struck and killed while walking northbound on a pedestrian pathway adjacent to Shreve Road. They entered a crosswalk and were hit by a truck in which the driver had lost control. There is little forgiveness on Shreve when an accident occurs. Even though the speed limit has recenlty been reduced by the Virginia Department of Transportation, more protections are needed to ensure the safety of the Shreve Road residential community. These safety measures would be afforded by the West Falls Church grant.	Yes
Email	5/12/2020 22:04	Enid Palazzolo	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, My name is Enid Palazzolo. I live at 7211 Hickory St. Falls Church, VA 22043. I have lived here for over 35 years. Through the years, I have experience increased traffic on Shreve Road with no real improvements for safety. I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are critically needed. Our community uses the pathway daily for access to metro, schools and retail, however the design of the road and lack of protection puts our families, especially children and the elderly in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents which have happened multiple times a year. Unfortunately, one accident had a fatality of a mother walking with her son to get an ice cream cone from Mike's. This horrible fatality should be enough justification to get this application approved. Our community is in danger of having more fatalities as the Falls Church Development at the George Mason High School site gets underway. Therefore, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.In addition, expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. This will also increase the likelihood of fatalities along Shreve Road. So, please approve this West Falls Church grant to save lives and enhance safety for our community. Thank you for your consideration and stay safe. Sincerely,	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 21:23	John H. Misleh	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA, I am writing to encourage the Northern Virginia Transportation Authority to approve the City of Falls Church's grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area. We appreciate your consideration.	Yes
Email	5/12/2020 21:23	John H. Misleh	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA, I am writing to encourage the Northern Virginia Transportation Authority to approve the City of Falls Church's grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area. We appreciate your consideration.	Yes
Email	5/12/2020 21:18	Wendy Hoskins	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am very happy to hear that there is a grant to improve the Shreve Road area near Rt. 7. The entire Shreve road area needs improvement for pedestrians to be able to walk safely so this is a good place to start. This area is near the Metro station where many pedestrians walk but it's also one of the most dangerous because someone was killed walking on Shreve in this area last summer. That tells you just how dangerous this road is for pedestrians and how needed improvements are to make it safer. Please approve this grant.	Yes
Email	5/12/2020 7:27 PM	Alice Lieberman	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
NVTA Website	5/12/2020 18:40	LonnieBellamy	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Zip code: 22026 Six Year Program Written Comment: TO WHOM IT MAY CONCERN, As citizens, commercial and residential property owners in Dumfries and the surrounding town of Triangle, it is with great respect and honor that we offer our input into the discussion around the Route 1 widening project. We 100% support and are in favor of the widening of Route 1 Project. The points we would like to submit for review and consideration, are as follows: 1. As citizens and residential property owners in the surrounding town of Triangle, we daily have to drive through the town of Dumfries and utilize Route 1 as our main artery to enter and exit the area. If there is an incident on I95, then without fail there is an even larger incident of traffic backup and overflow on Route 1. It is not uncommon for it to take an hour to get through Dumfries to Quantico or to Woodbridge if there is a traffic incident on I95. In addition, on the weekends, Route 1 is congested due to local traffic utilizing the only way to get in and around Dumfries to the surrounding area. 2. As owners of a DoD defense contracting business, TIME Systems LLC, we have chosen Dumfries, VA, as our Headquarters for the opportunity to help create careers and capabilities for the town of Dumfries. Having and keeping local businesses in the town of Dumfries is critical for the local economy and the community. Widening Route 1 will have a positive impact on the businesses already in the area, as well as bringing new businesses to the revitalized community because of the Route 1 widening. 3. As commercial property owners in the town of Dumfries, VA we support the widening of Route 1, as improving the traffic flow should improve the marketability of commercial business lease property. However, we are gravely concerned with the idea of widening to 6 lanes and would recommend plans that only have four lanes. A six-lane plan along Route 1 will overtake the existing local businesses along Route 1. We own the property at 17932 Fraley Blvd and if the Route is widened to 6 lanes, and not four lanes, our parking lot will be greatly impacted. Currently, more than 8 small businesses operate out of the building and employee over 75 employees and provide services and support to the local community. If the road is widened to six lanes that would negatively impact the current businesses who need parking spaces for their employees. A four-lane plan has minimal impact and would not destroy all of the businesses that operate along Route 1. 4. And finally, as an active citizen in the historic town of Dumfries, we support the widening of Route 1 project to help restore and revitalize the historic town of Dumfries, VA. Improving the roads is just 1 important step in investing in Dumfries, VA to make it a Destination and not just a "pass through" town. Attracting businesses and new homeowners will greatly improve with the widening of Route 1. If you have any questions or need further information, we are happy to provide.Thank you for the opportunity to express our support of the Route 1 Widening project and the funding needed to make it a successful project. We welcome the opportunity to provide additional remarks or statements for record and consideration over the phone or via video conferencing should the opportunity arise. Please contact at 202-460-4761 or email at ljb@timesyst.com. Respectfully, Lonnie J Bellamy, Jr. CEO/President, TIME Systems LLC Owner, BCL Associates and Property Management 202-460-4761	Yes
Email	5/12/2020 6:38 PM	Time Systems via Rachel Bellam	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	NVTA, We respectfully submit our comments for the public hearing on May 14, 2020 about regional funding for the Route 1 Widening Project in Dumfries, VA.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 6:35 PM	Giulliano M. Camargos	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir/Madam, As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. I have had property damaged by drivers who lost lost control of their cars. I've rushed out of my house to be of assistance in an accident where a young lady flipped her car two houses down from my house. Lastly, within the past year we had a fatal accident where a pedestrian was hit by a car within 100 feet of my home. This road needs and deserves your attention and financial commitment Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/12/2020 18:30	Kristin Higgins	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Name: Kristin Higgins Zip Code: 22046 To Whom it May Concern: As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your time.	Yes
Email	5/12/2020 18:14	Deborah Wood		NOV-002	Arlington W&OD Trail Enhancements	The W&OD trail going through Arlington is a vital green space for Arlingtonians. It provides a wooded area wide enough to enjoy trees, plants, streams, wildlife, picnic areas, and playgrounds. Widening the path to the extent planned will significantly diminish the natural space we have , without any options to obtain replacement parkland in the County anywhere close to the size of what will be taken away. As both a biker and walker, I realize the density of mixed use on the trail requires caution and consideration. However, before destroying a two mile swath of trees and paving over so much natural land, I urge you to consider creating an alternate route for bikers using dedicated roadway outside the park. It may be easier to do what is proposed, but shortsighted and costly to the longterm wellbeing of County residents. We do not have sufficient parkland as it is. As a long time resident of Arlington, I am disheartened that this plan has gotten as far as it has, and hope that more attention will be given to the wishes of residents who see the value of natural spaces in our environment.	No
Email	5/12/2020 18:10	Dawn Lenert	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern regarding the West Falls Church Access to Transit and Multimodal Connectivity grant application, I reside in Falls Hill within the Shreve Road community, very near the new development at West Falls Church metro. I'm conveying my support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along Shreve Rd. from the W&OD to Route 7 near the West Falls Church Metro are GREATLY needed. Our Falls Hill community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger, particularly those who walk or bike. Plus, it is increasingly difficult to exit the neighborhood in a vehicle at Shreve Road access points, particularly at rush hour times because traffic on Shreve has increased as more communities have developed, such as Merrifield. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. This was a welcome improvement. However, without the investments from this grant application, there will not be adequate protection to advance and fully embrace the use of multimodal transportation from surrounding communities. Expanding commercial development will FURTHER increase the number of vehicles on Shreve Road. Without adequate, safe capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Again, I welcome and support the West Falls Church Access to Transit and Multimodal Connectivity application. Thank you for your time! Dawn Lenert Falls Church, VA 22043	Yes
Email	5/12/2020 16:33	de Teel Patterson Tiller	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Subject: Support for West Falls Church Access to Transit and Multimodal Connectivity grant application Full Name: de Teel Patterson Tiller Falls Church, VA 22046 As a 50+ year resident of the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity grant application. As former, two-term, President of the Poplar Heights Civic Association, I assure you the need is great, has been a recurring priority for my neighbors for decades, and is nothing less than a critical life/ safety issue underscored by the recent pedestrian death along the segment for which this grant makes application for improvement. Our community uses what passes for a sidewalk daily - for access to Metro, other mass transit, school, and retail. Shreve Road is a surviving 19th century rural artifact - remarkably unimproved in many stretches - none more so than the subject of this application. This segment remains dangerous - without curbs, consistent paving, and minimal adequate distance from speeding cars. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion in response to the number of vehicle accidents and the aforementioned death. But given the constant "cut through" traffic between Merrifield and Route 7 (particularly during "Rush Hour") the effect has been negligible. Without the the support of this grant, the danger will only increase - particularly given further planned development at the West Falls Church Metro and in Merrifield. Please give this applications your highest consideration. Thank you	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 16:13	Jill Stryker	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident of Falls Hills, I watch in horror as the traffic increases daily and commuters speed down Shreve. Children and families have to cross Shreve to get to the pool. Students walk along Shreve to get to Shreve Elementary. All are at risk, as cars fly down Shreve ignoring the speed limit. Adding to the mix are people on the bike trail who fly down the hill and ignore the sign that they are to stop and then proceed with caution. This mix of traffic all comes to a head at Pinecastle and Shreve. A light would be warranted, as a means of regulating the competing traffic flow. We also need side walks with a buffer area between the road and the sidewalk so another death does not occur. Please do something quickly. Jill Stryker	Yes
Email	5/12/2020 15:59	Ceresa Haney	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed.as the out-dated road design puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. The sharp curve at Vulcan Industries DEFINITELY must be straightened, widened, and designed to protect pedestrians. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians (many with pets and children) and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration of my concerns. Ceresa Haney Falls Church, VA 22043	Yes
Email	5/12/2020 15:50	Devin Pharr		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident of a nearby community, I would like to share my strong support for theWest Falls Church Access to Transit and Multimodal Connectivity Application. I believe that efforts need to be made to improve the design of this road in order to improve the overall safety and character of the surrounding neighborhoods. I also believe that doing so will improve the flow and control of traffic in the larger Falls Church Area. The upcoming expansion of commercial development will definitely increase traffic and result in more cars using this area. Access for bicyclists, pedestrians, and cars must be protected to keep the Shreve Road corridor from becoming a dangerous bypass.	Yes
Email	5/12/2020 15:10	Maryl Kerley	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Send to: SYPcomment@TheNoVAAuthority.org Subject: Support for West Falls Church grant Full Name Maryl A. Kerley and Patricia A. Sagat Zip Code 22043 Email: maryl.kerley@cox.net and psagat@cox.net As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Our Shreve Road residents have suffered too long with dangerous conditions on Shreve Road. Please approve this grant.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 15:03	Douglas L Chambers	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	From: Douglas L Chambers Zip: 22046-1904 As a long-time resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community --myself included-- uses the pathway daily for access to metro and retail (food, prescription drugs,etc.), however the design of the road and lack of protection puts me and all our families in danger. I frequently walk from Buckelew Dr. (at the W&OD crossing) to the grocery and drug stores; I must tentatively step where the walkway merges with the shoulder at the Shreve Rd. curve, by the picture of our neighborhood mother who was struck and killed at that curve while walking with her son to get some ice cream just last year. I also frequently cross Shreve Rd. on the W&OD path, at the Buckelew crossing, with trepidation, due particularly to the typically-speeding traffic approaching around the blind corner on Shreve Rd. from the West, combined with the heavy traffic coming from the East on Shreve Rd. that uses Buckelew Rd. and Allan Ave. as a popular CUT THROUGH route to West St. Use of Shreve Rd. from Leesburg Pike to Buckelew as a Commuter Cut-Through route has caused and exacerbated the Shreve Rd. traffic congestion and the Pedestrian Safety Hazards. Much of the traffic using that cut-through are NOT residents of the Poplar Heights area, and they tend to be in a hurry: An alternate route is needed for those numerous cut-through intruders whose numbers continue to increase. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your concern and focus. Douglas L Chambers chambersdoug@verizon.net	Yes
Email	5/12/2020 14:40	Michael Durand Jr.	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multi-modal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multi-modal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration, Richard M. Durand Jr.	Yes
Email	5/12/2020 2:20 PM	Philip Garon	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	From: Philip & Lenore Garon Falls Church, VA 22043 As residents in the Shreve Road community, we write to share our strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the Metro. Sincerely. Philip & Lenore Garon	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 2:19 PM	Jonathan Fiechter	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NOVA Authority, As a resident who lives on Shreve Road and often either walks or bikes to the Metro and shopping center on the corner of Haycock and Route 7, I want to urge you to approve the West Falls Church Access to Transit and Multimodal Connectivity application. I often bike along the path that goes by the concrete plant, the utility vehicle parking lot for the city of Falls Church, and Don Beyer Volvo. The path is often in very poor shape with potholes, gravel, and dirt. As a biker the only way to travel on this part of Shreve Road is either to go on Shreve Road itself, dodging cement mixers and cars that often seem to be in a hurry, or to walk the bike on the path. While the decision of the Virginia Department of Transportation to reduce the speed limit on this portion of Shreve road was great, it is not clear that it has resulted in the traffic slowing down. Far more successful has been the construction work on Shreve and Haycock and the road closures. I fear however, that when that work is done, cars will once again pick up their speed. A benefit to living on Shreve Road is that we are close to Merrifield, the shops in Falls Plaza West, and the Metro. Having the ability to walk or bike, safely, to these places is environmentally sensible and improves the quality of life (which as we all have learned during the quarantine, is not to be taken for granted!) Thanks for your consideration. Jonathan and Julie Fiechter	Yes
Email	5/12/2020 2:14 PM	Lynne Celia	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Lynne Celia 22046 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Also, I live on the corner of Shreve and Fairwood and have witnessed accidents, speeding cars, and one that even crashed through my back yard fence at night due to speeding.	Yes
Email	5/12/2020 2:14 PM	Kathleen Cavanaugh	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Kathleen Cavanaugh, EdD Falls Church, Virginia 22043	Yes
Email	5/12/2020 2:10 PM	EJ Palanzo		Other	Other	I pay a lot of money in real estate taxes and am sick and tired of all these ideas being ignored. Slow down the speed in Shreve Road to 25 mph from Wieland all the way up to Lee Highway. WHY STOP AT WIELAND. The FFX Police needs to enforce the law. Especially the Shreve Road/Virginia Lane area. There is plenty of room for a police vehicle. Speed bumps would be useful. I don’t know who removed the trees and vegetation along the trail but it is now noisier than ever especially throughout the night. Stop making this more complicated than it really is. WHY DO MOTORISTS ON WEST STREET IN FALLS CHURCH FOLLOW THE LAW ON THAT ROAD BUT NOT SHREVE. I am disgusted by all of this.	Other

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 14:02	Horace Lewis		Other	Other	No comment in the email	Other
Email	5/12/2020 1:59 PM	Jonathan Warren Donovan	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	From: Jonathan Warren Donovan Zip Code: 22043 Hi, I live on Venice Street in Falls Church (Fairfax County) and we back on to Shreve road. One reason be bought this house was that it is less than 1/3 of a mile from away from the elementary school; we'd be able to see the school from our deck if there weren't trees in the way! We thought our 3 boys could walk to school, like we used to when we were kids. Unfortunately, Shreve is way to dangerous to allow kids to cross on their own, so we've always walked our kids ourselves or driven them there for SACC. We can't even drop of pick them up right from the school, because the lineup of cars regularly blocks the whole street! There's a great bike path that crosses the street several times, once in a place where it is very difficult for motorists and cyclists to see each other. There are many close calls at this intersection and at least one fatality in the last year. So, I agree with this statement from the Shreve Road Group that I joined: As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thanks for reading my letter, I know you are busy people with a lot of important work that really affects people. Warren Donovan 7417 Venice Street Falls Church, VA	Yes
Email	5/12/2020 13:52	The Horgan family	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Our family (two adults, three kids) walk along Shreve Road nearly daily, and any multi-modal improvements to improve safety for all users of the route (especially between Shrevewood Elementary School and Route 7) would be welcomed! The best-case scenario would be a bridge for the W&OD trail over Shreve, but short of that, further separation between the road, wider sidewalks, traffic calming, or whatever the experts deem necessary to accommodate the same/additional cars, reduce the daily afternoon traffic jam at the W&OD Trail crossing, and improve pedestrial/bike access to the new high school/metro/retail would be fantastic.	Yes
Email	5/12/2020 13:24	Falls Church City Citizens Advisory Committee on Transportation via Andrea Caumont		CFC-005	Downtown Falls Church Multimodal Improvements	Hello, Please find attached a letter of support for two grants requested by the City of Falls Church for multimodal improvements in our community. This letter is submitted on behalf of members of the Falls Church City Citizens Advisory Committee on Transportation (CACT).	Yes
Email	5/12/2020 13:24	Falls Church City Citizens Advisory Committee on Transportation via Andrea Caumont		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, Please find attached a letter of support for two grants requested by the City of Falls Church for multimodal improvements in our community. This letter is submitted on behalf of members of the Falls Church City Citizens Advisory Committee on Transportation (CACT).	Yes
Email	5/12/2020 13:24	Marcia Leonard	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dave and Marcia Leonard 22043 As a resident and a voter in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, including a pedestrian death. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 13:08	Sabrina Capannola	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	?Greetings, As a resident in the Shreve Road community, who both bikes to work and uses Metro during times of inclement weather, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/12/2020 1:06 PM	Alison Richards	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern, As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Furthermore, the rest of Shreve Road, past the elementary school is also dangerous as a 35 MPH zone with houses and sidewalks right on the busy street where cars rarely abide by the 35 MPH. What is the reasoning that only part of Shreve Road become 25 MPH zone and the rest, where cars fly by, remain 35 MPH?	Yes
Email	5/12/2020 13:05	Chris Sanders	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Christopher Sanders 22043 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/12/2020 1:02 PM	Dr Michael & Margaret Olichney	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Zip code: 22026 Six Year Program Written Comment: It is imperative NVTA approve state funding for widening of RT1 thru historic town of Dumfries, Virginia's oldest Chartered Town. The existing South bound lanes were built in 1930s and no longer provide efficient traffic flow. It creates major bottleneck from the northern area and I-95 overflow. This project will improve traffic flow, enhance safety, provide timely emergency response. This is long-overdue funding for Dumfries considering surrounding upgrades in Triangle, Quantico, Occoquan, Woodbridge, Springfield. Dumfries is a historical Town. Our tax structure cannot bear the cost.	Yes
Email	5/12/2020 13:02	Ethan Baldwin	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Full Name: Ethan Baldwin Zip Code: 22043 As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Sincerely,	Yes
Email	5/12/2020 12:57	Damien O'Halloran	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/12/2020 11:18	Ann Rudd		NOV-002	Arlington W&OD Trail Enhancements	I urge you to reject the request from the Northern Virginia Regional Parks Authority for funding from NVTA to widen the W&OD trail in Arlington. Do not destroy any more greenspace--once it is gone it will never come back. Think what positive things could be done with $5.6M Do what is right.	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/13/2020 10:41	Falls Church Chamber of Commerce via Sally Cole/Barbara Benson		CFC-005	Downtown Falls Church Multimodal Improvements	To whom it may concern, On behalf of the Falls Church Chamber of Commerce (the "Chamber"), please accept this email as a statement of support for the two transportation grant applications recently submitted by the City of Falls Church (the "City") related to improvements along Shreve Road and in downtown Falls Church. As a general matter, the Chamber supports the development and maintenance of a safe, convenient, cost-effective multimodal transportation network in the greater Falls Church area. The Chamber also supports the use of revenues for multimodal transportation solutions that will minimize congestion, increase safety, and support economic development. The Chamber supports improvements to make existing streets safer for pedestrians and families by minimizing the risks of potential increased traffic and concerns of excessive speed. For these reasons, the Chamber supports the City's grant application for the West Falls Church Connection to the W&OD Trail. It is our understanding that the funds will be used to install a new 10-foot wide multi-use path and a six-foot planting strip along Shreve Road between the W&OD Trail and Route 7, as well as include acorn style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. These improvements will improve pedestrian and bicycle access and safety, enhanced accessibility options for residents of the City of Falls Church and Fairfax County who patronize businesses in the City's West End, and will assist students travelling by foot and bicycle to Mary Ellen Henderson Middle School, George Mason High School, Timber Lane Elementary School, and Shrevewood Elementary School. The Falls Church Chamber of Commerce also supports the City's request for a grant to fund multimodal improvements in downtown Falls Church. These improvements will improve accessibility and safety for pedestrians, bicyclists, and transit riders on the West Broad Street corridor. These funds will also be used to install two midblock crossings, widen sidewalks, and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. Such improvements will enhance walkability and pedestrian safety as well as enhance connections to the City's civic, recreational, and cultural resources. In summary, the Chamber encourages the Northern Virginia Transportation Authority to approve the City's grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area. Sincerely, Barbara Benson, Chair Falls Church Chamber of Commerce	Yes
Email	5/12/2020 10:41	Falls Church Chamber of Commerce via Sally Cole/Barbara Benson		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern, On behalf of the Falls Church Chamber of Commerce (the "Chamber"), please accept this email as a statement of support for the two transportation grant applications recently submitted by the City of Falls Church (the "City") related to improvements along Shreve Road and in downtown Falls Church. As a general matter, the Chamber supports the development and maintenance of a safe, convenient, cost-effective multimodal transportation network in the greater Falls Church area. The Chamber also supports the use of revenues for multimodal transportation solutions that will minimize congestion, increase safety, and support economic development. The Chamber supports improvements to make existing streets safer for pedestrians and families by minimizing the risks of potential increased traffic and concerns of excessive speed. For these reasons, the Chamber supports the City's grant application for the West Falls Church Connection to the W&OD Trail. It is our understanding that the funds will be used to install a new 10-foot wide multi-use path and a six-foot planting strip along Shreve Road between the W&OD Trail and Route 7, as well as include acorn style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. These improvements will improve pedestrian and bicycle access and safety, enhanced accessibility options for residents of the City of Falls Church and Fairfax County who patronize businesses in the City's West End, and will assist students travelling by foot and bicycle to Mary Ellen Henderson Middle School, George Mason High School, Timber Lane Elementary School, and Shrevewood Elementary School. The Falls Church Chamber of Commerce also supports the City's request for a grant to fund multimodal improvements in downtown Falls Church. These improvements will improve accessibility and safety for pedestrians, bicyclists, and transit riders on the West Broad Street corridor. These funds will also be used to install two midblock crossings, widen sidewalks, and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. Such improvements will enhance walkability and pedestrian safety as well as enhance connections to the City's civic, recreational, and cultural resources. In summary, the Chamber encourages the Northern Virginia Transportation Authority to approve the City's grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area. Sincerely, Barbara Benson, Chair Falls Church Chamber of Commerce	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/11/2020 23:18	Kurt Moser	22305	NOV-002	Arlington W&OD Trail Enhancements	Hello -- I'm writing to comment on the proposed trail project NOV-002 to widen the W&OD Trail to accommodate more bicycle and pedestrian usage. I have lived in the Four Mile Run watershed in Alexandria for more than 20 years, use the W&OD Trail recreationally, and am a volunteer with the Tree Stewards and the Four Mile Run Conservatory Foundation. During the COVID pandemic, access to trails has never seemed more essential, and I certainly want to see trails improved, used, and loved. My concern about the project as proposed is that it encroaches terribly on the natural space that makes the trail valuable as a public greenway. At 22 feet, the proposed expansion seems too wide, nearly doubling the trail's width over the two-mile project length. At a time when there is already too much hardscape and impervious surface, leading to severe flood flows and erosion/sedimentation in the Run, the idea of impacting soils, removing vegetation, and adding hardscape over such a large area is troubling. It is also troubling that the natural space surrounding the trail doesn't count as a 'site constraint.' This designation is stated for I-66, requiring a 16-foot trail width. I contend that the proposal has its priorities backward: the 16-foot trail width should be adopted along the entire project length to allow for enhanced ecosystem function, water quality benefit, urban heat island mitigation, and aesthetic appeal. The savings of 6 feet over the length of the project would preserve nearly an acre-and-a-half of greenspace. The trees, shrubs, grasses, and natural systems they support are worth conserving, as they are exceedingly difficult to replace or mitigate. If the project were 'enhancing' an existing vehicular road, I would fully support widening the bicycle/pedestrian to the maximum extent possible, as I agree with prioritizing human-powered transportation. But not at the expense of our shared green spaces. I ask that considerable effort be made to minimize impacts to natural space. It would appear that no effort or imagination has been applied toward this concern so far, which ought not be the case with a proposal from NOVA Parks. Thank you for your consideration.	No
Email	5/22/2020 15:01	Yvette Ragland		DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Yvette Ragland would like the sign up My name is Yvette Ragland. I am a resident in the town of Dumfries. In a few words I am in absolute favor of widening the particular corridor through our town along N. Fraley Blvd/Rte 1. Our small town is making every effort possible to see this happen in making positive change. We are asking for funding to help make this much needed project a success for everyone. We don’t want our town to just be a bailout drive through from I-95. The widening will create an opportunity for our town to grow in tourism as well to help people meet their destinations in a timely fashion. We need your help. Please make my comments heard in making the Town of Dumfries grow. We are the oldest continuously chartered town in the state of Virginia and we would like to see great things happen. We need funding. Thank you for your time	Yes
NVTA Website	5/11/2020 16:20	Lawrence Nickerson	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Zip code: 22026 Six Year Program Written Comment: I fully support the funding of the Route 1 project in an effort to mitigate the constant traffic jam. I live in a culdesac neighborhood that traffic Roue 1 causes me to be stuck in the neighborhood, which also causes a safety concern. --	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/11/2020 14:30	Patricia S. Ryan	22206	NOV-002	Arlington W&OD Trail Enhancements	Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. This flood damage is real. Money and time and effort has already been spent trying to restore portions of BonAir park, including the planting of over 75 new trees just this past 2019 season. Creating an environment where all this work in restoration could be undermined is both counterintuitive and in direct conflict with Arlington's mission to increase both its tree canopy and greenspace. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. The bicycle paths along the 4 mile run corridor between Walter Read and George Mason is already a dangerous bicycle thorough-way. The speeds at which some of these bicyclists travel belong more on the traffic road than on any kind of mutual bike/pedestrian pathways. Widening will undoubtedly increase this kind of traffic, AND bicyclists traffic speed as well. This puts many Arlingtonians and their families in danger and such plans to increase this traffic should be seriously considered as simply incompatible with safe usage of the W&OD trail for BOTH bicyclists and pedestrians AND for those who actually view the trail as more than just a means to get somewhere, but a part of Arlington's rich wildlife ecosystem that surrounds it and the trail created for us to enjoy WITH, so in that spirit: PLEASE REJECT THIS REQUEST FOR FUNDING! Thank you. Sincerely, Patricia S. Ryan -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/11/2020 11:54	Sharon Schoeller and Edward Saltzberg		CFC-005	Downtown Falls Church Multimodal Improvements	Dear Sir/Madam: We are residents of Falls Church City (at 1006 N. Tuckahoe Street 22046) and are writing in support of your funding the City of Falls Church for the two projects named above. Both projects will support economic growth, expand the City's multimodal transportation network, reduce congestion, and enhance safety. The funding for the connection to the trail will provide a new multi-use path, improved lighting, a needed crosswalk, and beautification improvements, such as plantings and benches. This area needs these safety and beautification improvements, especially with the construction of the new George Mason High School in Falls Church City and the additional major economic development that will take place where the current high school is. The Multimodal Improvements project will improve safety by providing two new midblock crossings, installing curb extensions, and increasing visibility at six crossings/intersections on Park Avenue between N. Washington Street and Park Avenue. This area is a hub of activity and source of economic development when people visit city hall, the community center, our library, Cherry Hill Farmhouse, Barn and Park, our award-winning Farmer's Market on Saturday mornings, and the many local restaurants and businesses in the area. Thank you for your consideration of these awards. The City can certainly use them as we continue to enhance our beauty, safety, accessibility and economic development.	Yes
Email	5/11/2020 11:54	Sharon Schoeller and Edward Saltzberg		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir/Madam: We are residents of Falls Church City (at 1006 N. Tuckahoe Street 22046) and are writing in support of your funding the City of Falls Church for the two projects named above. Both projects will support economic growth, expand the City's multimodal transportation network, reduce congestion, and enhance safety. The funding for the connection to the trail will provide a new multi-use path, improved lighting, a needed crosswalk, and beautification improvements, such as plantings and benches. This area needs these safety and beautification improvements, especially with the construction of the new George Mason High School in Falls Church City and the additional major economic development that will take place where the current high school is. The Multimodal Improvements project will improve safety by providing two new midblock crossings, installing curb extensions, and increasing visibility at six crossings/intersections on Park Avenue between N. Washington Street and Park Avenue. This area is a hub of activity and source of economic development when people visit city hall, the community center, our library, Cherry Hill Farmhouse, Barn and Park, our award-winning Farmer's Market on Saturday mornings, and the many local restaurants and businesses in the area. Thank you for your consideration of these awards. The City can certainly use them as we continue to enhance our beauty, safety, accessibility and economic development.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/12/2020 10:56	Brian Williams		CFC-005	Downtown Falls Church Multimodal Improvements	Hello NVTA - In the City of Falls Church, I'm a homeowner / father of four, business owner, and member of the EDA. I'm a frequent jogger on our streets, sidewalks, and paths. Pre (and hopefully post) Covid-19, I commuted from my home to my office either on foot, bike, or electric scooter. I know the area well, and I'm certain that the two projects the City is seeking grants for would have a significant positive impact. I'm writing in support of: (1) The West Falls Church Connection to W&OD Trail Project. This connection between the trail and the West Falls Church area (including high school, new economic area, and the WFC metro station) is an essential safety improvement. (2) The Downtown Falls Church Multimodal Improvements Project. The intersections along Park Ave are in dire need of safety improvements to encourage biking and walking. Both projects have my full support. Thank you.	Yes
Email	5/11/2020 10:56	Brian Williams		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello NVTA - In the City of Falls Church, I'm a homeowner / father of four, business owner, and member of the EDA. I'm a frequent jogger on our streets, sidewalks, and paths. Pre (and hopefully post) Covid-19, I commuted from my home to my office either on foot, bike, or electric scooter. I know the area well, and I'm certain that the two projects the City is seeking grants for would have a significant positive impact. I'm writing in support of: (1) The West Falls Church Connection to W&OD Trail Project. This connection between the trail and the West Falls Church area (including high school, new economic area, and the WFC metro station) is an essential safety improvement. (2) The Downtown Falls Church Multimodal Improvements Project. The intersections along Park Ave are in dire need of safety improvements to encourage biking and walking. Both projects have my full support. Thank you.	Yes
Email	5/7/2020 17:49	Suzanne Hladky	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Dear Northern Virginia Transportation Authority, I am writing you regarding the Downtown Falls Church Multimodal Improvements Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. We are lucky to live in a city that has many walkable options for its citizens, but it's important to ensure these options are safe and accessible for our residents. I appreciate you reviewing this grant and considering it for your approval.	Yes
Email	5/7/2020 17:46	Suzanne Hladky	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Northern Virginia Transportation Authority, I am writing you regarding the Downtown Falls Church Multimodal Improvements Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. We are lucky to live in a city that has many walkable options for its citizens, but it's important to ensure these options are safe and accessible for our residents. I appreciate you reviewing this grant and considering it for your approval.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/11/2020 16:28	Suzanne Smith Sundburg		NOV-002	Arlington W&OD Trail Enhancements	Wholesale widening of the W&OD is unjustified. If there are bottlenecks, those spots may need to be addressed. But doubling the width of an entire 2-mile stretch of the W&OD in Arlington simply defies logic and common sense. This trail will never take a sufficient number of cars off of I-66 or make any appreciable difference in roadway traffic congestion. The money should be invested instead in more worthwhile improvements that will take the greatest number of cars off the road, namely mass transit.	No
Email	5/9/2020 12:35	Regan and Bill Davis	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Hello, My husband and I have lived in the City of Falls Church for 17 years. We have 3 children who range in age from 10-14 years old. We are very active and like to walk, bike and scooter around town. Both of the transportation projects that have been proposed would greatly improve the safety of our community and ease of access to the W&OD Trail, which keeps our kids off the main roads. Vehicle traffic in and around the City of Falls Church has increased tenfold in the time we have lived here and it is increasingly dangerous to be a pedestrian or bike rider. Please take this into consideration as you determine your funding and consider making these projects a priority. They really will make a difference in the community!!! West Falls Church Connection to W&OD Trail Project: We support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. Downtown Falls Church Multimodal Improvements Project: We support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/9/2020 12:35	Regan and Bill Davis	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, My husband and I have lived in the City of Falls Church for 17 years. We have 3 children who range in age from 10-14 years old. We are very active and like to walk, bike and scooter around town. Both of the transportation projects that have been proposed would greatly improve the safety of our community and ease of access to the W&OD Trail, which keeps our kids off the main roads. Vehicle traffic in and around the City of Falls Church has increased tenfold in the time we have lived here and it is increasingly dangerous to be a pedestrian or bike rider. Please take this into consideration as you determine your funding and consider making these projects a priority. They really will make a difference in the community!!! West Falls Church Connection to W&OD Trail Project: We support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. Downtown Falls Church Multimodal Improvements Project: We support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/9/2020 10:56	Bill Ackerman	22047	CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/9/2020 10:50	Bill Ackerman	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/9/2020 9:42	Tom Rock		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Forwarding a message I sent to the City of Falls Church. Begin forwarded message: From: Tom Rock <> Date: April 17, 2020 at 9:08:21 AM EDT To: jhollern@fallschurchva.gov Subject: Support for W&OD Dual Trail Project Good morning Jeff, I'm writing to express my strong support for the proposed improvements to the W&OD Trail in the City of Falls Church. I urge the City to use the FCNP to educate residents about the project, especially plans to mitigate the loss of existing trees and the value of the storm water management aspects of the project. The trail is a great resource and obviously very popular, but cyclists and pedestrians do not mix safely, discouraging many potential users. I'm sympathetic to the small number residents who will lose beloved trees and gardens but I believe that the benefits to the many thousands of trail users will far outweigh those costs. This project will serve as a model to surrounding jurisdictions considering trail improvements.	Yes
NVTA Website	5/8/2020 8:23 PM	Michael Thomas	22203	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22203 Six Year Program Written Comment: Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 I am a long-time cyclist who has been riding the W&OD trail since it was first opened and I am asking that you reject the request from NOVAParks for funding to Widen the W&OD trail in Arlington. NOVAParks has failed to conduct a formal safety assessment to determine whether its proposals will actually ameliorate the problem it is worried about. As a cyclist, it seems likely to me that NOVAParks proposals will result in increased bicycle speeds close to pedestrians, thereby potentially increasing pedestrian-bicycle conflicts, and the severity of accidents. Environmental Destruction – Widening the trail will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface – Widening the trail will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July 2019 flood event. NOVAParks has failed to consider less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. For these reasons, I ask that you please reject the request to fund the widening of the W&OD trail in Arlington. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/8/2020 18:57	Nicholas Anderson	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Zip code: 22046 Six Year Program Written Comment: I would like to recommend the West Falls Church multimodal plan (CFC-006). Ensuring density at Metro stations is one of the most important things that can be done to reduce traffic/pollution. The development near WFC will be full of people that do not have cars. The WO&D trail is a short trip away, but the route right now is through a very busy intersection and then along a secondary road. The sidewalk is in terrible shape. A better connection between the trail and WFC would be highly beneficial and increase safety.	Yes
NVTA Website	5/8/2020 4:26 PM	Roy Gamse	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/8/2020 13:18	Falls Church City Economic Development Authority via Val Weiner		CFC-005	Downtown Falls Church Multimodal Improvements	Hello, Attached is a letter from the Falls Church City Economic Development Authority's leadership team in strong support of the West Falls Church Connection to W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project. Thank you and please feel free to email me with any questions,	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/8/2020 13:18	Falls Church City Economic Development Authority via Val Weiner		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, Attached is a letter from the Falls Church City Economic Development Authority's leadership team in strong support of the West Falls Church Connection to W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project. Thank you and please feel free to email me with any questions, Valerie Weiner	Yes
NVTA Website	5/7/2020 17:02	Carol Rakatansky	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/7/2020 11:59	Naomi Goodwin		CFC-005	Downtown Falls Church Multimodal Improvements	?To whom it may concern: I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/7/2020 11:57	Naomi Goodwin		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	? To whom it may concern: "I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/7/2020 10:34	Tom Phillips		Other	Other	Hi, How do we garner support for traffic calming measures on graham road between route 29 and route 50. Speeding is usually double the speed limit here, with no enforcement with an elementary school on this strip of road. The limit is 25mph but cars are regularly going 45-50mph.	Other
Email	5/7/2020 7:59	Jen Csaszi	22042	CFC-005	Downtown Falls Church Multimodal Improvements	Dear Sir/Madam, I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/7/2020 7:56	Jen Csaszi	22042	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear Sir/Madam, I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. My children use this trail as pedestrians and I am concerned about the current safety of pedestrians when accessing this part of the W&OD Trail. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. The development of the connection between West Falls Church and the W&OD Trail will greatly enhance the accessibility, walkability, and overall improved quality of life for everyone in our community.	Yes
Email	5/7/2020 21:28	William Walter	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Hello, I'm writing to express my support for two grant proposals for transportation projects, including W&OD Trail connections to West Falls Church Metro, and downtown sidewalk improvements to aid multi-modal transportation. My family only has one car and I walk or bike to the Metro every day for work (well in non-COVID times anyway) so these transportation projects mean a lot to me and have my full support.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/6/2020 21:28	William Walter	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I'm writing to express my support for two grant proposals for transportation projects, including W&OD Trail connections to West Falls Church Metro, and downtown sidewalk improvements to aid multi-modal transportation. My family only has one car and I walk or bike to the Metro every day for work (well in non-COVID times anyway) so these transportation projects mean a lot to me and have my full support.	Yes
NVTA Website	5/6/2020 18:08	Joseph Ramsey	22046	Other	Other	Zip code: 22046 Six Year Program Written Comment: For Shreve Road, I think a large increase in safety and traffic flow would come from the erection of a walking bridge for the trail that cuts across Shreve at the Buckleiw intersection. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Other
Email	5/6/2020 16:14	Janice Hull		NOV-002	Arlington W&OD Trail Enhancements	FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Janice K. Hull Arlington County Resident	No
Email	5/5/2020 16:51	Don Walsh		NOV-002	Arlington W&OD Trail Enhancements	Because what we DON'T need is paving more green space unnecessarily, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of green space, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. The path is fine the way it is! PLEASE REJECT THIS REQUEST FOR FUNDING. Don Walsh Tree Steward	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/5/2020 14:33	Eden Brown	22207	NOV-002	Arlington W&OD Trail Enhancements	I am an Arlington resident and an active Tree Steward and committed citizen. I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: There are enough trees coming down and loss of habitat in Arlington. We don't need more of that. I've run on the train many times and seen that wild life. A widening of the trail wouldn't make any difference in terms of making room for each other on the trail - it would just turn it into a superhighway of the same thing. AND lead to: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Eden Brown Arlington, VA	No
Email	5/6/2020 12:54 PM	Anne Bodine	22201	NOV-002	Arlington W&OD Trail Enhancements	I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: I am a frequent user of this bike path, for recreational cycling, not "commuting." I do not understand the stated need to widen for "commuting" purposes, as the commutes likely extend far beyond the areas being considered currently for widening, and thus will feed back into dangerous chokepoints as the trail re-narrows. Further, I am already alarmed at the number of "high-speed" cyclists using the path; with widening, I believe they will only expand their dangerous habits of speeding over 30-40 MPH, which are inappropriate in such a densely populated area. I would further add that, since this trail widening idea was first broached, we are engaging in discussions about adapting to the need for social distancing at work. Arlington emerged as the country's highest percentage location for WFH (work-from-home) employees. We must consider now whether the Covid era might permanently reduce the cycling commuter traffic along the entire trail, including this portion that had been seen as needing widening. More compelling to me as an Arlington resident and trail lover, I see that bike path as a critical need for space to commune with nature while I am housebound during the pandemic or when I am sick of constant construction in my own neighborhood. NOVA Parks' ripping out 2 acres of habitat certainly will diminish my enjoyment of this area, and widening the space (as seen in design renderings) shows it to be far less contemplative and far more "sociable" which is not what our psyches need at present. I don't go out to commune with "hordes"; I go out to commune with NATURE. My other concerns are noted as follows: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING Thank You. Anne Bodine	No
Email	5/6/2020 11:26	Shaun Dakin	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Downtown Falls Church Multimodal Improvements Project: Install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. Sample Supporting Statement "I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation."	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/6/2020 11:25	Shaun Dakin	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	West Falls Church Connection to W&OD Trail Project: Install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. Sample Supporting Statement "I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation."	Yes
Email	5/6/2020 11:12	Anna and Mort	22046	CFC-005	Downtown Falls Church Multimodal Improvements	We support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Anna and Mort Dworken, 410 S Maple Ave, Apt 612, Falls church, VA 22046	Yes
Email	5/6/2020 11:11	Anna and Mort	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	We support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area, or the West Falls Church Metrorail Station. Also, this grant will help with economic growth, development of the new high school, and reduced congestion by implementing infrastructure for multiple modes of transportation.	Yes
NVTA Website	5/5/2020 16:23	John Wingard	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/6/2020 16:20	Tim Stevens	22047	CFC-005	Downtown Falls Church Multimodal Improvements	I'm a resident of the City of Falls Church, and am submitting these comments in favor of two proposed grants: the West Falls Church Connection to the W&OD Trail, and the Downtown Falls Church Multimodal Improvements. Both projects will make it easier to use biking rather than driving for local transportation needs, thereby reducing car-related congestion. These projects will improve public safety, and also contribute to economic development in the City. Compared to major highway construction, these projects are a relative bargain. Bicyclists from nearby jurisdictions will also benefit from these projects.	Yes
Email	5/5/2020 16:20	Tim Stevens	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I'm a resident of the City of Falls Church, and am submitting these comments in favor of two proposed grants: the West Falls Church Connection to the W&OD Trail, and the Downtown Falls Church Multimodal Improvements. Both projects will make it easier to use biking rather than driving for local transportation needs, thereby reducing car-related congestion. These projects will improve public safety, and also contribute to economic development in the City. Compared to major highway construction, these projects are a relative bargain. Bicyclists from nearby jurisdictions will also benefit from these projects.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/5/2020 16:20	Gretchen Crowley	22201	NOV-002	Arlington W&OD Trail Enhancements	FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: This truly looks like a disaster of an idea with many unintended negative consequences and involves a great deal of destruction of venerable and valuable trees and other flora. Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Gretchen Crowley 4020 Washington Blvd Apt 509	No
Email	5/5/2020 14:22	Sandra Tarpinian	22047	CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. As a regular walker in the City, I want to see improvement in safety for senior citizens like myself and I believe this project does that. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/5/2020 14:08	Sandra Tarpinian	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. I am a regular walker in Falls Church and know personally how impossible and dangerous it is to try to walk or bike on Shreve Rd. and yet it is one of the only ways to connect right now from the bike trail to the west end of town and the WFC metro station. This will be a huge improvement and of economic, safety, and convenience benefit to not only Falls Church residents but folks from surrounding communities who want to come here by foot or on bikes. Submitted by,	Yes
NVTA Website	5/5/2020 12:36 PM	Patricia Norland	22213	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22213 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 Dear Colleagues, FOR THE REASONS BELOW, I JOIN OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON. OUR SMALL COUNTY IS DESTROYING HABITAT AT A FAST PACE, AND INCREASING IMPERVIOUS SURFACE AT A DANGEROUS PACE. WE DO NOT WANT TO LIVE IN A CEMENT CITY. Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/6/2020 12:17	Jessica Hegenbart		CFC-005	Downtown Falls Church Multimodal Improvements	To Whom It May Concern, I'm writing to express my support for the two transportation projects below: West Falls Church Connection to W&OD Trail Project I support this grant application because it will support a safer corridor for pedestrians and bicyclists. Students, workers, and others use the W&OD Trail to get to school, the West Falls Church Metrorail Station, and West Falls Church area. Implementing infrastructure for multiple modes of transportation will also help with economic growth and reduce vehicle congestion. Downtown Falls Church Multimodal Improvements Project I support this grant application because it will improve accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Please approve both grants! Best, Jessica Hegenbart	Yes
Email	5/5/2020 12:17	Jessica Hegenbart		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern, I'm writing to express my support for the two transportation projects below: West Falls Church Connection to W&OD Trail Project I support this grant application because it will support a safer corridor for pedestrians and bicyclists. Students, workers, and others use the W&OD Trail to get to school, the West Falls Church Metrorail Station, and West Falls Church area. Implementing infrastructure for multiple modes of transportation will also help with economic growth and reduce vehicle congestion. Downtown Falls Church Multimodal Improvements Project I support this grant application because it will improve accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Please approve both grants! Best,	Yes
Email	5/5/2020 12:16	Katrina Van Duyn	22207	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22207 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/5/2020 10:36	David Berol	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA staff: I urge you to approve application #CFC-005, the Downtown Falls Church Multimodal Improvements project. The section of Park Avenue that this project addresses is a high-use area that I and thousands of other local residents visit regularly for shopping, restaurants, medical care and city services. Driving and parking in this area are congested and would be improved if more people traveled there by bicycle or on foot instead of by car. My family and I live close enough to walk or bicycle there, and we would choose those modes of transportation more often if the sidewalks and bike lanes allowed us greater space and safety. By improving sidewalks, crosswalks and bicycle routes, the Downtown Falls Church Multimodal Improvements project will benefit everyone who lives, works or does business in the center of Falls Church. Sincerely, David Berol	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/5/2020 10:06	Laura Berol	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Zip code: 22046 Six Year Program Written Comment: I'm writing to support the West Falls Church Connection to the W&OD Trail project and the Downtown Falls Church Multimodal Improvements project. Regarding the West Falls Church Connection to the W&OD Trail project, my family and the rest of the public would benefit from a wider trail allowing pedestrians and cyclists to travel in both directions between the W&OD trail and Rt 7, on their way to businesses on Rt 7, the Falls Church City middle school and high school, and the WFC Metro station. Pedestrians and cyclists are currently at risk along this route because Shreve Road carries fast traffic and has no sidewalk on its west side south of Gordon Road. Regarding the Downtown Falls Church Multimodal Improvements project, my family and the rest of the public would benefit from more space to walk and cycle along the busy thoroughfare of Park Ave, where many businesses and services are located. Whether we walk, cycle or drive, we will all be safer with improved visibility at intersections and crosswalks. I strongly urge NVTA to fund these two projects. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/5/2020 10:06	Laura Berol	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Zip code: 22046 Six Year Program Written Comment: I'm writing to support the West Falls Church Connection to the W&OD Trail project and the Downtown Falls Church Multimodal Improvements project. Regarding the West Falls Church Connection to the W&OD Trail project, my family and the rest of the public would benefit from a wider trail allowing pedestrians and cyclists to travel in both directions between the W&OD trail and Rt 7, on their way to businesses on Rt 7, the Falls Church City middle school and high school, and the WFC Metro station. Pedestrians and cyclists are currently at risk along this route because Shreve Road carries fast traffic and has no sidewalk on its west side south of Gordon Road. Regarding the Downtown Falls Church Multimodal Improvements project, my family and the rest of the public would benefit from more space to walk and cycle along the busy thoroughfare of Park Ave, where many businesses and services are located. Whether we walk, cycle or drive, we will all be safer with improved visibility at intersections and crosswalks. I strongly urge NVTA to fund these two projects. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	5/5/2020 9:13	Shana Fitzpatrick	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
NVTA Website	5/4/2020 9:55 PM	Matt Hayduk	22204	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22204 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/5/2020 21:37	Olivia Jeffers		CFC-005	Downtown Falls Church Multimodal Improvements	Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks: 1. West Falls Church Connection to W&OD Trail Project 2. Downtown Falls Church Multimodal Improvements Project Best,	Yes
Email	5/4/2020 21:37	Olivia Jeffers		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks: 1. West Falls Church Connection to W&OD Trail Project 2. Downtown Falls Church Multimodal Improvements Project	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/4/2020 9:17 PM	Mark McGunagle		CFC-005	Downtown Falls Church Multimodal Improvements	I am writing to support the Downtown Falls Church Multimodal Improvements Project. I support this grant application because the downtown area of Falls Church needs improved pedestrian infrastructure through better sidewalks, bike ways, and other means to support the city and business community. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church.	Yes
Email	5/4/2020 21:13	Mark McGunagle		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am writing to support the West Falls Church Connection to W&OD Trail Project. I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. I am a parent who will have children attending George Mason High School in the near future and often walk to businesses in the area including those along Shreve Road, and this project will provide much needed safety for my kids. I also believe this is an important project to developing economic growth in conjunction with the West Falls Church development in the location of the current high school (as well as other projects that will be planned near the West Falls Church Metro station.	Yes
NVTA Website	5/4/2020 21:13	Herb Levitan	22203	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22203 Six Year Program Written Comment: As an avid biker who very frequently also walks on the W&OD trail that his project will greatly impact, I agree entirely with the statement below. NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/4/2020 20:14	Sonia Urbom	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am a resident of Falls Church City and I very much support the city's application for grants for the W&OD Trail connections to West Falls Church Metro and downtown sidewalk improvements to aid multi-modal transportation. Falls Church City is trying hard to be a walkable and bikeable place to live and we need transportation projects like this to make our dream a reality.	Yes
Email	5/4/2020 18:14	Health and Wellness Advisory Committee		CFC-005	Downtown Falls Church Multimodal Improvements	Please find attached my letter in support of West Falls Church Connection to W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project.	Yes
Email	5/4/2020 18:14	Health and Wellness Advisory Committee		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Please find attached my letter in support of West Falls Church Connection to W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project. Thank you	Yes
Email	5/4/2020 3:36 PM	Charles Plymire	22047	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am fully supportive of the transportation grants earmarked for Falls Church City. They will remarkably improve our medley of transportation needs and benefit our city and its citizens. Please reach out to me if you need more support	Yes
Email	5/4/2020 3:36 PM	Charles Plymire	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I am fully supportive of the transportation grants earmarked for Falls Church City. They will remarkably improve our medley of transportation needs and benefit our city and its citizens.	Yes
NVTA Website	5/4/2020 15:26	Peter Rousselot	22201	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22201 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/4/2020 2:29 PM	Stephanie Oppenheimer	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA: I am writing in STRONG support of two of Falls Church City's transportation grants: 1) I support the West Falls Church Connection to W&OD Trail Project because this corridor is a major route used by our entire family. My husband commutes to work every day on it, traveling from our home in Falls Church City into Arlington and DC. In particular, the lighting in Falls Church is critically important, particularly during the winter commuting hours when he rides to and from work in the dark. Both of my high school kids walk and ride their bikes to school, and I walk for exercise with my dog on it every single day, rain or shine. Having separate lanes for walkers & bikers will make it far safer and will make our entire community more accessible to non-automobile forms of traveling. I believe it will encourage even more people to leave their cars behind and use the trail instead, which is more environmentally friendly. 2) I support the Downtown Falls Church Multimodal Improvements Project, which will also improve accessibility and safety. We moved to Falls Church specifically because of its walkability and to reduce our reliance on our car (we are a three-driver family using one car), and improvements like this will make it that much safer for all. I also believe that the more walkable and accessible a community is, the more businesses and restaurants can thrive, as customers find it easier to frequent their establishments. Post-pandemic, we will really need these sorts of economic development efforts! Thank you! Stephanie Oppenheimer Falls Church, VA 22046	Yes
Email	5/4/2020 2:29 PM	Stephanie Oppenheimer	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA: I am writing in STRONG support of two of Falls Church City's transportation grants: 1) I support the West Falls Church Connection to W&OD Trail Project because this corridor is a major route used by our entire family. My husband commutes to work every day on it, traveling from our home in Falls Church City into Arlington and DC. In particular, the lighting in Falls Church is critically important, particularly during the winter commuting hours when he rides to and from work in the dark. Both of my high school kids walk and ride their bikes to school, and I walk for exercise with my dog on it every single day, rain or shine. Having separate lanes for walkers & bikers will make it far safer and will make our entire community more accessible to non-automobile forms of traveling. I believe it will encourage even more people to leave their cars behind and use the trail instead, which is more environmentally friendly. 2) I support the Downtown Falls Church Multimodal Improvements Project, which will also improve accessibility and safety. We moved to Falls Church specifically because of its walkability and to reduce our reliance on our car (we are a three-driver family using one car), and improvements like this will make it that much safer for all. I also believe that the more walkable and accessible a community is, the more businesses and restaurants can thrive, as customers find it easier to frequent their establishments. Post-pandemic, we will really need these sorts of economic development efforts! Thank you! Stephanie Oppenheimer Falls Church, VA 22046	Yes
Email	5/4/2020 1:38 PM	Douglass Stevens	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support the following two proposed grants: "West Falls Church Connection to W&OD Trail" and "Downtown Falls Church Multimodal Improvements." Both of these projects will improve the safety, aesthetics, and economic vitality of the area. Of note, I live on the street of the multimodal project, just two blocks away from the project area. I would very much welcome it into my neighborhood. Thank you,	Yes
Email	5/4/2020 1:38 PM	Douglass Stevens	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I support the following two proposed grants: "West Falls Church Connection to W&OD Trail" and "Downtown Falls Church Multimodal Improvements." Both of these projects will improve the safety, aesthetics, and economic vitality of the area. Of note, I live on the street of the multimodal project, just two blocks away from the project area. I would very much welcome it into my neighborhood. Thank you,	Yes
Email	5/4/2020 10:54 AM	Jenny Carroll		CFC-005	Downtown Falls Church Multimodal Improvements	To Whom It May Concern: I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and traffic on the West Broad corridor. This project will also enhance connections to the City's civic, recreational and cultural resources in Downtown Falls Church. It will support economic development, City businesses and reduce congestion by encouraging multiple modes of transportation. Thank you,	Yes
Email	5/4/2020 10:49	Jenny Carroll		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern: I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling form the W&OD Trail to get to school, the metro and other areas in west Falls Church. This will also help with economic growth and reduce congestion by adding other options of transportation. Thank you	Yes
Email	5/4/2020 9:50	James Weatherly		CFC-005	Downtown Falls Church Multimodal Improvements	Hello. Please accept this email as my support for funding the Downtown Falls Church Multimodal Improvements Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/4/2020 9:48 AM	James Weatherly		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello. Please accept this email as my support for funding the West Falls Church Connection to the W&OD Trail grant application. I support this grant application because the project will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. Thank you for your consideration	Yes
Email	5/4/2020 9:42	Liz Weatherly		CFC-005	Downtown Falls Church Multimodal Improvements	Hello. Please accept this email as my support for funding the Downtown Falls Church Multimodal Improvements Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Thank you for your attention.	Yes
Email	5/4/2020 9:40	Jeff Sonderman	22046	CFC-005	Downtown Falls Church Multimodal Improvements	To the Northern Virginia Transportation Authority, I am writing in support of the pending grant application titled "Downtown Falls Church Multimodal Improvements Project." I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. The affected area around Park Avenue is a vibrant corridor of pedestrian and bicycle access to local parks, library and small businesses. There is great enthusiasm and potential benefit from seeing through the "Great Streets" vision for enhancing this area.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/4/2020 9:38 AM	Liz Weatherly		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello. Please accept this email as my support for funding the West Falls Church Connection to the W&OD Trail grant application. I support this grant application because the project will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. Thank you for your attention	Yes
Email	5/4/2020 9:05	Mechelle Coppock	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/4/2020 9:04	Mechelle Coppock	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/4/2020 8:45	Kirsten Zochowski		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	While the City of Falls Church represents a small area in Virginia, it is located in the path pf several major thoroughfares and as industry continues in Northern Virginia, the volume of traffic increases substantially. The City has plans to connect the W&OD Trail to West Falls Church Metro and to make downtown sidewalk improvements to aid multi-modal transportation. These improvements represent substantial safety measures for our community. We are a very active one, with children and our residents (as well as many others from the highly-used Trail) sewn biking throughout our streets every day. Unfortunately, our town was not designed for the cut-through traffic and extreme volume. Many streets do not have sidewalks and those that do require improvements. Making the improvements the City plans will go a long way to providing safe routes for our pedestrian and biking community.	Yes
Email	5/4/2020 8:45	Kirsten Zochowski		CFC-005	Downtown Falls Church Multimodal Improvements	While the City of Falls Church represents a small area in Virginia, it is located in the path pf several major thoroughfares and as industry continues in Northern Virginia, the volume of traffic increases substantially. The City has plans to connect the W&OD Trail to West Falls Church Metro and to make downtown sidewalk improvements to aid multi-modal transportation. These improvements represent substantial safety measures for our community. We are a very active one, with children and our residents (as well as many others from the highly-used Trail) sewn biking throughout our streets every day. Unfortunately, our town was not designed for the cut-through traffic and extreme volume. Many streets do not have sidewalks and those that do require improvements. Making the improvements the City plans will go a long way to providing safe routes for our pedestrian and biking community.	Yes
Email	5/5/2020 8:40	Sarah Chart-Hart		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I am a resident of Falls Church City and fully support the plans for the two upcoming transportation projects - W&OD Trail connections to West Falls Church Metro, and downtown sidewalk improvements to aid multi-modal transportation. Thank you Sarah Chart	Yes
Email	5/4/2020 8:40	Sarah Chart-Hart		CFC-005	Downtown Falls Church Multimodal Improvements	Hello, I am a resident of Falls Church City and fully support the plans for the two upcoming transportation projects - W&OD Trail connections to West Falls Church Metro, and downtown sidewalk improvements to aid multi-modal transportation. Thank you	Yes
Email	5/3/2020 20:47	Andrew Young	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello NVTA - I am writing tonight to voice my support for the West Falls Church Connection to W&OD Trail project, which has applied for one of your grants this year. In addition to the obvious economic benefits possible through connecting the WO&D trail to the upcoming West Falls Church development, this connection point would allow both students and commuters from our Falls Church neighborhoods south of Broad Street to safely connect to the new George Mason High School and the West Falls Church Metro. As the father of two elementary school girls, I think it would be great to for my kids to be able to be able to bike to school as they get older, and this connection point would provide that opportunity.	Yes
Email	5/3/2020 18:35	Richard Epstein	22203	NOV-002	Arlington W&OD Trail Enhancements	Zip code: 22203 Six Year Program Written Comment: NVTA FY 2020?25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	No
Email	5/3/2020 9:25 AM	Julie Rotherham		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Thank you for taking public comments. I support the West Falls Church Connection to W&OD Trail Project grant application in Falls Church City because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. My children are students at Falls Church High School and often walk home. This kind of improvement would encourage more students to walk and be safer doing so.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/2/2020 4:12 PM	Smerdon, Becky		CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/2/2020 3:28 PM	Heather Pressler		CFC-005	Downtown Falls Church Multimodal Improvements	Hello, I'd like to express my support of two grant applications by Falls Church City: 1. West Falls Church Connection to W&OD Trail Project: This time at home has made us realize how important trails and access to trails like W&OD are. I support this grant application because it will provide safer pedestrian and bicycle friendly corridor for mamy people who travel from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. 2. Downtown Falls Church Multimodal Improvements Project: I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/2/2020 3:28 PM	Heather Pressler		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I'd like to express my support of two grant applications by Falls Church City: 1. West Falls Church Connection to W&OD Trail Project: This time at home has made us realize how important trails and access to trails like W&OD are. I support this grant application because it will provide safer pedestrian and bicycle friendly corridor for mamy people who travel from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. 2. Downtown Falls Church Multimodal Improvements Project: I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/2/2020 2:12 PM	Katie Dodge	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Falls Church City could use transportation grants to benefit my community with better sidewalks, accessibility, etc. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Details: 1. West Falls Church Connection to W&OD Trail Project: Install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. This would especially help students getting to and from Henderson and GMHS on foot and bike, and would improve access from W&OD trail to West End businesses. Sample Supporting Statement: "I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation." 2. Downtown Falls Church Multimodal Improvements Project: nstall two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. This is helpful for better walkability in 'downtown' falls church, and benefits the library and farmer's market as well.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/2/2020 2:12 PM	Katie Dodge	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Falls Church City could use transportation grants to benefit my community with better sidewalks, accessibility, etc. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Details: 1. West Falls Church Connection to W&OD Trail Project: Install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. This would especially help students getting to and from Henderson and GMHS on foot and bike, and would improve access from W&OD trail to West End businesses. Sample Supporting Statement: "I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation." 2. Downtown Falls Church Multimodal Improvements Project: nstall two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. This is helpful for better walkability in 'downtown' falls church, and benefits the library and farmer's market as well. Thank you. Catherine Dodge	Yes
Email	5/1/2020 17:07	Craig Bury	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Dear NoVa Authority, I am writing to support the Shreve Road and Park St improvement and NoVA Authority approval of these two projects. They both have sensible reasons to support them. Among my reasons, as a citizen of Falls Church City are as follow: 1. Shreve Road. Though, as a resident closer to East Falls Church Metro than West Falls Church Metro, I will not directly benefit from the Shreve Road project as much as other City residents and Fairfax County residents, it is a sound idea for integrating the multi-modes of bicycling and walking with the Washington Metro trains and buses and linking that part of town to the W&OD trail. Combined with the improvements underway at the Haycock Road and Rt 7 intersection improvements, it will knit together the fabric of the area in progressive and forward-looking way. 2. Park St. Park Street and the area along it proposed for pedestrian, bicycle, automobile, and safety improvements are considered the heart of Falls Church City. There is a tremendous amount of good pedestrian and bicycle activity along this stretch of Park Street that needs to be protected from automobile traffic, which currently is also congested. The automobile congestion is not conducive to a fully successful human scale, walkable city activity center. These improvements will help correct that imbalance in favor of walkability and bike ability. Thank you for your attention. Craig Bury	Yes
Email	5/1/2020 16:26	Sally Ekfelt	22046	CFC-005	Downtown Falls Church Multimodal Improvements	To Whom It May Concern: Regarding: Grants for Downtown Falls Church Multimodal Improvements Project I support this grant application because it will substantially improve accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance the City's "Walkability and improve connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 16:21	Sally Ekfelt	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern: West Falls Church Connection to W&OD Trail Project: I support this grant application from the City of Falls Church because it will create a MUCH safer pedestrian and bicycle friendly corridor for students, workers, and others, who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station.	Yes
Email	5/1/2020 15:50	David Spevacek	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 15:47	David Spevacek	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/1/2020 14:10	Robin Camarote		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To whom it may concern: I'm in favor of this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/2/2020 13:17	stephen cook		CFC-005	Downtown Falls Church Multimodal Improvements	All, I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 13:17	stephen cook		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	All, I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 12:00	Bethany Henderson		CFC-005	Downtown Falls Church Multimodal Improvements	Good morning, I write in support of the City of Falls Church's applications for transportation grants to improve walkability on Haycock/Shreve Road and Route 7. Specifically, I support the following projects for the following reasons: Project 1: West Falls Church Connection to W&OD Trail Project: I understand the City has requested funding to install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. I walk this route regularly with my 11yo daughter and our dogs -- before the pandemic, we walked it near-daily en route to her middle school. For many years I also biked it regularly as part of my commute to the West Falls Church metro station. Every trip feels like we are taking our life into our hands in some way. Currently the path is neither bike-friendly nor pedestrian-friendly, and I am not comfortable letting my otherwise reasonably responsible middle schooler walk it or bike it on her own. I support this grant application because it will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this improvement will help with economic growth, development of the new high school, and reduce car congestion by implementing safe, usable infrastructure for multiple modes of transportation. Project 2: Downtown Falls Church Multimodal Improvements Project: I understand the City has requested funding to install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. My family regularly walks and bikes on Park Avenue - going to the park, the library, nearby shops and restaurants, and for exercise. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Thank you for considering my input and for making these opportunities available!	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/1/2020 12:00	Bethany Henderson		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good morning, I write in support of the City of Falls Church's applications for transportation grants to improve walkability on Haycock/Shreve Road and Route 7. Specifically, I support the following projects for the following reasons: Project 1: West Falls Church Connection to W&OD Trail Project: I understand the City has requested funding to install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. I walk this route regularly with my 11yo daughter and our dogs -- before the pandemic, we walked it near-daily en route to her middle school. For many years I also biked it regularly as part of my commute to the West Falls Church metro station. Every trip feels like we are taking our life into our hands in some way. Currently the path is neither bike-friendly nor pedestrian-friendly, and I am not comfortable letting my otherwise reasonably responsible middle schooler walk it or bike it on her own. I support this grant application because it will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this improvement will help with economic growth, development of the new high school, and reduce car congestion by implementing safe, usable infrastructure for multiple modes of transportation. Project 2: Downtown Falls Church Multimodal Improvements Project: I understand the City has requested funding to install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. My family regularly walks and bikes on Park Avenue - going to the park, the library, nearby shops and restaurants, and for exercise. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. Thank you for considering my input and for making these opportunities available!	Yes
Email	5/1/2020 11:34	Jason McInerney		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NoVa Authority, I am writing in support of the West Falls Church connection to the W&OD Trail. I am a resident of the City of Falls Church, and supporter of multi-modal transportation options. I routinely walk to the WFC Metro station, the Giant for shopping, and to the middle and high schools across the street. I also bike to work on a regular basis. I am familiar with the local area and the infrastructure required to entice citizens to walk, run or bike, instead of driving. This project will allow people additional opportunities to walk, run, bicycle, etc. to the metro, schools, and Giant Plaza. The W&OD Trail has substantial usage at almost any time of day, but does not come close enough to the schools/supermarket/metro station to allow convenient access. This grant application will make it safer for commuters, shoppers, students and teachers; as a result more folks will walk or bike instead of using cars. That will benefit the environment and local economy.	Yes
Email	5/1/2020 11:34	Jason McInerney		CFC-005	Downtown Falls Church Multimodal Improvements	Dear NoVa Authority, I am writing in support of the West Falls Church connection to the W&OD Trail. I am a resident of the City of Falls Church, and supporter of multi-modal transportation options. I routinely walk to the WFC Metro station, the Giant for shopping, and to the middle and high schools across the street. I also bike to work on a regular basis. I am familiar with the local area and the infrastructure required to entice citizens to walk, run or bike, instead of driving. This project will allow people additional opportunities to walk, run, bicycle, etc. to the metro, schools, and Giant Plaza. The W&OD Trail has substantial usage at almost any time of day, but does not come close enough to the schools/supermarket/metro station to allow convenient access. This grant application will make it safer for commuters, shoppers, students and teachers; as a result more folks will walk or bike instead of using cars. That will benefit the environment and local economy.	Yes
Email	5/1/2020 11:06 AM	Donald Camp		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I am a resident of Falls Church City and an avid biker. I strongly support the Shreve Road project and the Park Avenue/West Broad Street project. Shreve Road is an area I bicycle on frequently; this is a very much needed safety and accessibility project. Park Avenue is important for some of the same reasons but also because the newly-renovated Mary Riley Styles Public Library will open on Park next year. We expect increased traffic, cycling, pedestrian and auto for the expanded facility. We need the improvements on Park.	Yes
Email	5/1/2020 10:51	M Mayo		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	The West Falls Church bike connector project would be a wonderful addition to our area, and used by many many people. Please support it! Thanks.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/1/2020 10:14 AM	John Eiler	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I'd like to very strongly support the grant application for the Downtown Falls Church Multimodal Improvements Project. It is a very important path for pedestrians and cyclists due to both the many important locations along its way and the many important locations it connects. Given that Washington & Broad Streets are very car-centric and not really amenable to bike or pedestrian improvements, this is where we need a better option for pedestrians and cyclists. It is likely that this project would both make walking and cycling safer and more enjoyable but also encourage people to walk and cycle more.	Yes
Email	5/1/2020 9:57	Tracy Meade		CFC-005	Downtown Falls Church Multimodal Improvements	?I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 9:56 AM	Tracy Meade		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	?I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 9:41	Erik Pelton	22046	CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 9:40	Erik Pelton	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 9:30	Erin Hopewell		CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 9:29	Erin Hopewell		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	To Whom It May Concern: I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 9:20	Rheada Michele Black		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. Rheada Michele Black	Yes
Email	5/1/2020 9:18	Rheada Michele Black		CFC-005	Downtown Falls Church Multimodal Improvements	I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.	Yes
Email	5/1/2020 17:04	Gordon Theisz		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I support the city's efforts to obtain grants for the West Falls Church Connection to the W&OD Trail and the Downtown Falls Chhurch Multimodal Improvements. Both would be welcome improvements to the cycling and walking milieu here in the City of Falls Church. Sincerely,	Yes
Email	4/30/2020 17:04	Gordon Theisz		CFC-005	Downtown Falls Church Multimodal Improvements	I support the city's efforts to obtain grants for the West Falls Church Connection to the W&OD Trail and the Downtown Falls Chhurch Multimodal Improvements. Both would be welcome improvements to the cycling and walking milieu here in the City of Falls Church.	Yes
Email	4/30/2020 16:22	Michelle Newmark	22033	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hello, I'm writing to express my support for the proposed West Falls Church Connection to W&OD Trail Project. I fully support plans for the installation of the 10-foot multi-use path and 6-foot planting strip along Shreve Road between the W&OD Trail and Route 7, including the installation of acorn style street lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD Trail. Thank you.	Yes
Email	4/30/2020 3:06 PM	Kelly Cassaday	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Good afternoon, I'm writing to request that you consider the two following projects in the City of Falls Church for grant funding. Both projects would make a big difference in the quality of life, safety movement, and the economy of the city: (1) West Falls Church Connection to W&OD Trail (2) Downtown Falls Church Multimodal Improvements Thank you for considering our input! Kelly Cassaday and Michael Morris Falls Church VA 22046	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	4/30/2020 3:06 PM	Kelly Cassaday	22046	CFC-005	Downtown Falls Church Multimodal Improvements	Good afternoon, I'm writing to request that you consider the two following projects in the City of Falls Church for grant funding. Both projects would make a big difference in the quality of life, safety movement, and the economy of the city: (1) West Falls Church Connection to W&OD Trail (2) Downtown Falls Church Multimodal Improvements Thank you for considering our input! Kelly Cassaday and Michael Morris Falls Church VA 22046	Yes
Email	4/30/2020 11:52	Jaime Iglehart		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Dear NVTA, Please grant funding for both the West Falls Church Connection to the W&OD trail and the Downtown Falls Church Multimodal Improvements Project. I live in Falls Church City and think that there are a lot of updates like these needed for better - and safer - walkability. A lot more people will leave their car at home and bike or walk on the W&OD trail to the metro if the first improvement is made. The second project will simply make it safer for pedestrians to be walking and biking in downtown Falls Church - which many of us like to do.	Yes
Email	4/30/2020 11:52	Jaime Iglehart		CFC-005	Downtown Falls Church Multimodal Improvements	Dear NVTA, Please grant funding for both the West Falls Church Connection to the W&OD trail and the Downtown Falls Church Multimodal Improvements Project. I live in Falls Church City and think that there are a lot of updates like these needed for better - and safer - walkability. A lot more people will leave their car at home and bike or walk on the W&OD trail to the metro if the first improvement is made. The second project will simply make it safer for pedestrians to be walking and biking in downtown Falls Church - which many of us like to do.	Yes
Email	4/29/2020 16:45	Angie Mellon	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Hi. We wanted to offer public comment on the following two grant projects: the West Falls Church Connection to W&OD Trail and the Downtown Falls Church Multimodal Improvements. We HIGHLY support grants for both of these projects. Both of these areas have a great deal of foot, bike & vehicle traffic daily, including school children. They are heavily populated areas. These projects will help to greatly improve safety of everyone using them. Also, we expect population growth to continue greatly in both areas, due to many mixed use projects being developed. This will add additional traffic and the safety needs will grow greatly. These grants are greatly needed.	Yes
Email	4/29/2020 16:45	Angie Mellon		CFC-005	Downtown Falls Church Multimodal Improvements	Hi. We wanted to offer public comment on the following two grant projects: the West Falls Church Connection to W&OD Trail and the Downtown Falls Church Multimodal Improvements. We HIGHLY support grants for both of these projects. Both of these areas have a great deal of foot, bike & vehicle traffic daily, including school children. They are heavily populated areas. These projects will help to greatly improve safety of everyone using them. Also, we expect population growth to continue greatly in both areas, due to many mixed use projects being developed. This will add additional traffic and the safety needs will grow greatly. These grants are greatly needed.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	4/30/2020 15:14	Debra Z. Roth		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Please fund transportation for the City of Falls Church, specifically now for the West Falls Church Connection to W&OD Trail and the Downtown Falls Church Multimodal Improvements. Both projects are part of our smart growth efforts to improve the economy, offer mixed-use development, stem congestion, link to the area's transportation, heighten our natural environment, and be proactive in approaching future needs. While there is much we need, we have accomplished much, we believe you'll agree. I write as a citizen of Falls Church City with a business based here, also using various types of transportation heavily for business and personal reasons within the City, Northern Virginia, and elsewhere. I am also a member of the Human Services Advisory Council (HSAC) an appointed City board. As a member of HSAC, I advocate for transportation assistance which will enhance overall human health in several ways and help ease challenges faced by those with disabilities. Thank you. Debra Z. Roth Falls Church City, VA	Yes
Email	4/29/2020 15:14	Debra Z. Roth		CFC-005	Downtown Falls Church Multimodal Improvements	Please fund transportation for the City of Falls Church, specifically now for the West Falls Church Connection to W&OD Trail and the Downtown Falls Church Multimodal Improvements. Both projects are part of our smart growth efforts to improve the economy, offer mixed-use development, stem congestion, link to the area's transportation, heighten our natural environment, and be proactive in approaching future needs. While there is much we need, we have accomplished much, we believe you'll agree. I write as a citizen of Falls Church City with a business based here, also using various types of transportation heavily for business and personal reasons within the City, Northern Virginia, and elsewhere. I am also a member of the Human Services Advisory Council (HSAC) an appointed City board. As a member of HSAC, I advocate for transportation assistance which will enhance overall human health in several ways and help ease challenges faced by those with disabilities.	Yes
NVTA Website	4/27/2020 10:11 AM	Arpita Patel	10018	Other	Other	Six Year Program Written Comment: Firstly, Bunch of thanks for sharing such valuable knowledge with us. Actually I was doing some research & it will really help. And I get landed over your article. Thank you Source: https://myeveschoice.com/ --	Other
NVTA Website	4/20/2020 13:59	Ryan Turner	22152	FFX-112	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road	Zip code: 22152 Six Year Program Written Comment: One particular item in the plan jumps out at me as I drive along this area all the time, and it's actually downright dangerous for those walking or biking along this road: Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. it's long overdue to create a pathway along this part of Rolling. Thanks, Ryan --	Yes
Email	4/18/2020 9:18 AM	Lisa Wenger	22046	NOV-002	Arlington W&OD Trail Enhancements	Dear Planning Commission: As a Northern Virginia homeowner and resident since 1980 and a Falls Church taxpayer for the last ten years, I am a longtime occasional user of the W&OD trail in Falls Church, and a near-daily user of more than one of its crossings. I have reviewed the current proposed plan that would not only widen the trail, but establish an extensive drainage space, the rationale for which is questioned by those who live by the trail and observe its drainage year in and year out. I am shocked that NOVA Parks and the City would condone the removal of the expanse of Falls Church tree canopy (even with promises of replanting) and flat grassy space (which I have delightedly seen used for family and neighbor recreation). The plan seems not to reflect the values of ecosystem protection nor of Little City family values. Please put your efforts to improving the proposed plan. I am confident that you can do better, both for the environment and for the taxpaying (and donating) recreational users of Falls Church and surrounding areas.	No

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	4/16/2020 20:56	Tracy	22042	Other	Other	Zip code: 22042 Six Year Program Written Comment: The NVTA plan isn't really a multimodal plan. The plan – once again – is almost entirely transit and bike/ped inside the Beltway, and almost entirely roads outside the Beltway. That is NOT truly multimodal. A multimodal approach recognizes that taxpayers and commuters inside the Beltway also need more road capacity. For many of them, transit or biking are not viable options. Transit takes a long time if you don't live near a station, work near a station, or have to make one or more transfers to get to work or other places. Biking is not realistic for most commuters, shoppers, etc. More road lanes are needed inside the Beltway. A multimodal approach recognizes that just building more lanes outside the Beltway and not expanding alternatives is unsustainable and other approaches need to be mixed in to enable growing use of alternative travel options beside driving. An effective multimodal transportation system looks to invest in a more mixed portfolio of projects in any given part of the region so that the transportation system meets the varying needs of the broad range of users. --	Other
NVTA Website	4/11/2020 17:06	Rebecca Logan Fay	20110	Other	Other	Zip code: 20110 Six Year Program Written Comment: Affordable housing is even more stark and crunching more folks who are struggling now certainly with COVID-19 and after. What proactive plans are in the pipeline to roll out sooner than later for these families, individuals, young adults etc?	Other
Email	4/11/2020 17:06	Rebecca Logan Fay	20110	Other	Other	Hello, I live in Manassas, VA. I have lived in Haymarket and Warrenton. I am concerned that there is a lot of monies going to Workforce programs to help the disabled and poor get jobs with job supports BUT: getting to these jobs is a road block, literally. Please incorporate some sort of a voucher, or employer match, or telecommute employer grants for these folks so they can work?	Other
Email	4/2/2020 14:32	Greenleaf H. Smith		Other	Other	Good Afternoon, Madame Senator; I read through the highways and byways portion of your latest newsletter and also the website. The projected work is extremely important to the Commonwealth of Virginia and I applaud the Virginia legislature for finally getting these projects started. The way forward, I'm afraid, was severely neglected under the previous legislatures that did not have the forward looking perseverance of you. One project that may hold great potential for the western part of Virginia is completing Interstate 48 (Corridor H) from Wardensville WV to its connection with I-81 south of the current intersection of I-81 and Rt 55 from Strasburg to Wardensville. This Interstate, when finished, will be the first west- East four lane highway across the middle of West Virginia and will open commercial access of not only mid-WV but also Kentucky and Tennessee to the Inland Port at Fort Royal, and from Front Royal via train to the Tidewater ports of Virginia. The construction of course will bring work to the western part of the Commonwealth, but most importantly, it will bring commerce to the Inland Port and the Tidewater. It would seem like this connector (instead of Rt 55, which is 2 lane, narrow and steep in places) would be an economic boon to the western part of the Commonwealth, feed the economic health of export terminals sin the Tidewater area and overall benefit the economic health of the Commonwealth both on the western and eastern sides. Thank you considering my thoughts,	Other
NVTA Website	4/2/2020 10:28	Jeff Gauger	22306	FFX-114	Seven Corners Ring Road Improvements	Zip code: 22306 Six Year Program Written Comment: Please accept these comments in support of much-need bicycling and pedestrian improvements. In particular, I support the following projects: – Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority. – Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority. – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. – Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side. – Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections. – Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	4/2/2020 10:28	Jeff Gauger	22306	FFX-104	Braddock Road Corridor and Intersection Improvements	Zip code: 22306 Six Year Program Written Comment: Please accept these comments in support of much-need bicycling and pedestrian improvements. In particular, I support the following projects: – Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority. – Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority. – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. – Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side. – Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections. – Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	4/2/2020 10:28	Jeff Gauger	22306	FFX-106	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	Zip code: 22306 Six Year Program Written Comment: Please accept these comments in support of much-need bicycling and pedestrian improvements. In particular, I support the following projects: – Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority. – Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority. – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. – Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side. – Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections. – Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	4/2/2020 10:28	Jeff Gauger	22306	FFX-112	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road	Zip code: 22306 Six Year Program Written Comment: Please accept these comments in support of much-need bicycling and pedestrian improvements. In particular, I support the following projects: – Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority. – Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority. – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. – Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side. – Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections. – Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	4/2/2020 10:28	Jeff Gauger	22306	FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	Zip code: 22306 Six Year Program Written Comment: Please accept these comments in support of much-need bicycling and pedestrian improvements. In particular, I support the following projects: – Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority. – Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority. – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. – Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side. – Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections. – Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
NVTA Website	4/2/2020 10:28	Jeff Gauger	22306	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	Zip code: 22306 Six Year Program Written Comment: Please accept these comments in support of much-need bicycling and pedestrian improvements. In particular, I support the following projects: – Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority. – Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority. – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. – Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side. – Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections. – Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack. Thank you for your consideration. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	3/29/2020 23:35	Kalai Kandasamy		ARL-015	Rosslyn Multimodal Network Improvements	Hi NVTA team and Mr. Larsen, In February, Northern Virginia Congressional Delegation and DC congress woman send a letter to the Pentagon to add a slug pickup station for the I-66 commuters. I assume they worked with Arlington Transportation Partners and other stake holders on a comprehensive way to establish slug pickup locations at the Pentagon, Rosslyn and Crystal Drive. That said, please included sluglines to the "ARL-015-Rosslyn Multimodal Network Improvements project". Currently, there are 3 stations to Woodbridge, Stafford and Route 17 along the Rt. 29 service lane and one on the N. Kent Street to Springfield. https://sluglines.com/slug-pickup/rosslyn/ With the Orange Line and Silver Line Metro Shutdown this summer and I-66 HOV lanes going from HOV-2 to HOV-3, sluglines would help fill up the empty seats and help a higher through put. I have some advantages listed at https://sluglines.com/blog/requesting-virginia-and-district-officials-to-support-slugging/ I also want to add that there are new parking lots planned along I-66 corridor outside beltway with slug pickup stations. https://sluglines.com/blog/new-slugging-and-omniride-bus-services-from-the-university-blvd-commuter-lot-in-gainesville/ Without a return line from Arlington and DC it is hard to get the slugging organized. We started organizing suglines along I-66 during the metro shutdown, about 1300 commuters use facebook group https://www.facebook.com/groups/I66Sluglines/ to coordinate rides. There are about 250 commuters from Herndon-Monroe and Rosslyn and about 350 commuters from Gainesville area commuting to Arlington and DC locations. Let me know if you have any questions.	Yes
Total	**# of commenters:**	**907**		**# of comments:**	**1042**		

The following comments were received after the deadline of May 24 midnight

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	6/2/2020 14:30	Clifford Morgenegg	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	6/1/2020 12:01	Jody M. Harrington	22203	ARL-019	Ballston-MU Metrorail Station West Entrance	Dear Chair Randall and Members of The Authority: I write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston to support efficient passenger ingress and egress. Access to the current entrance is much too narrow and congested to efficiently accommodate the ever-increasing number of passengers (hopefully back to normal after the COVID-19 emergency). For over 20 years I have been walking almost daily--close to a mile--from the west to use the current Ballston metro entrance. The new entrance will be a welcome improvement to the commute for residents who live, shop, and work to the west of the current entrance. Another entrance on the west side of Glebe Road would be even better since crossing Glebe Road is so dangerous....or maybe an underground crossing?!? The new west entrance will also allow bus access to the Ballston station to stretch along Fairfax Drive and relieve the congestion on Stuart Street. Ballston has developed exponentially over the past several years and is now a very important multimodal hub in Virginia. The Metro's current single, over-capacity entrance was not built to accommodate the current need. Access to the station is congested, and too far from trip sources. Adding a second entrance will greatly improve the capacity of the Metrorail system, and reduce multimodal congestion caused by the inadequate capacity at this location. Thank you for your time and consideration of this project for funding	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
NVTA Website	5/28/2020 9:49	Nancy McFalls		Other	Other	> Hello, > > I was excited about to read that the NVTA was considering projects to help keep pedestrians and bikers safe in our region. BUT I was disappointed to see that the deadline has already passed. This was the first I'd heard of such a program. > > As the Traffic Chair on the Community Advisory Council in McLean/ Falls Church, I have been lobbying for protections from traffic generated by the high-growth areas surrounding us -- Tysons, Mosaic, Arlington, Falls Church City. > > Cars cut through our tiny neighborhood streets instead of using non-residential roads. We need to protect walkers, many who are school children that are not provided busing. And we need to act ASAP to channel outside traffic towards more appropriate roadways --make them more attractive than our streets, which are presented on traffic apps like Waze. > > Attached are the results of a petition sent to local residents via social media in early March. Within the first 48 hours, more than 100 residents of the Dranesville district added their names -- the number to date is 223, with more than 80 personal stories/comments. Because COVID-19 became a more immediate safety concern shortly after the petition was created, feedback was light (and not solicited) after the initial week. However, you will see that this is an ongoing concern for NOVA residents. > > > > Please consider providing physical protections for pedestrians along our local residents roads with schools --specifically Westmoreland Ave., Idylwood and Shreve Rd. Speed humps, protected crosswalks and dedicated bike paths would make a huge difference. Consistent 25MPH speed limit with signage at regular intervals would also help. > > Thanks so much	Other
Email	5/29/2020 13:19	Melvin T. Kolb and Suh H. Kolb	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	As a resident of the Four Season Active Adult Community, I am opposed to this project. As seniors we moved here 14 years ago due to its relative security and bucolic atmosphere. The Van Buren Road Project will drastically disrupt our quality of living, not to mention the degradation of property values, security, and serene life style. Once again I and my wife are vehemently opposed to the funding of this project and add our names to the list of other dossemtomg voters in the three communities seriously affected by this project.	No
Email	5/28/2020 9:55	Lolyn Young	22043	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	Daily, 3000 people walk, bike, stroller, skate to cross Shreve Road, we need this improvement - no more senseless death or injury or near misses should happen in our community. As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.	Yes
Email	5/28/2020 9:25	Tom Inasia		NOV-003	Arlington W&OD Trail Enhancements	As a long time bike rider and user of the W&OD, this is a no brainer for reasons of safety and environmental protection. It takes 250 years for carbon to come out of the atmosphere - compared to the time it takes to regrow vegetation it's a no brainer. I've seen enough barely avoided crashes between pedestrians, cyclists and other trail users due to density and inattentiveness to know a dual trail is a no brainer. I support dual trails in Arlington. It can't happen soon enough.	Yes
Email	5/28/2020 8:57	Debra Lee	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transporation improvements along this stretch of Shreve Road are badly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.	Yes
NVTA Website	5/27/2020 23:45	Michelle Crawley	22193	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	I do not approve of the Van Buren Road North Extension Project as this will end up splitting my neighborhood in half and will cause accidents and deaths since many people (mainly children) cross the street where Van Burnen intersects Soaring Circle and Fledgling Circle in Cardinal Grove. There are also playgrounds directly on both sides of Van Buren. Please do not get our children and neighbors killed in an attempt to "ease" traffic.	No
Email	5/27/2020 16:08	Ethan Bowen		NOV-003	Arlington W&OD Trail Enhancements	I saw recently that the W&OD is petitioning for funding to expand the trail in Arlington. As an Arlington resident and constant trail rider/runner, this is absolutely necessary. Both Four Mile Run and W&OD are are capacity on any given day. These trails provide great connectivity in the region and excellent outdoor recreation. Adding an additional trail seems like a no brainer.	Yes
Email	5/27/2020 5:44	Andrea Kirk		NOV-003	Arlington W&OD Trail Enhancements	Things are getting dangerously overcrowded on the W&OD and other trails. I really feel has become unsafe and I worry about older people and children in particular. Please widen the trail and provide space for cyclists, pedestrians, children learning to ride bikes, and so on.	Yes
Email	5/27/2020 0:42	James Harnett		NOV-003	Arlington W&OD Trail Enhancements	I wanted to share my positive sentiment towards widening and paving the Arlington W&OD trail so that it can support more pedestrian and cyclist traffic. Please fund it!	Yes
Email	5/26/2020 17:18	Martha Duggan		NOV-003	Arlington W&OD Trail Enhancements	I am a bicyclist and a walker and the two do not mix well on the trail, especially in these days of social distancing. Please approve the dual trail expansion in Arlington.	Yes
NVTA General Email	5/22/2020 15:02	Neil Schlussel	22003	NOV-003	Arlington W&OD Trail Enhancements	I fully support the widening of the W&OD to separate bicyclists, runners, walkers etc., especially in the more congested areas like Falls church, Arlington, Vienna, and the Herndon-Reston corridors. In the best of times, the Trail is heavily used and more so since the pandemic. Being a trail Patrol member, I have seen too many instances where the injuries people sustained are due in part because of the crowded conditions. Widening will help eliminate some of the chances for being injured by the crowded conditions.	Yes
Email	5/26/2020 13:27	Richard Bullington-McGuire		NOV-003	Arlington W&OD Trail Enhancements	I support dual trails in Arlington	Yes
Email	5/26/2020 14:28	Craig Gerardi	22203	ARL-019	Ballston-MU Metrorail Station West Entrance	Please see the attached letter supporting the efforts to construct a second metro entrance at the Ballston metro. We own a commercial office property adjacent to this new entrance and view this as a substantial benefit for our tenants and their employees.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/26/2020 14:10	Paul Melnick		NOV-003	Arlington W&OD Trail Enhancements	I am opposed to dual trail expansion in Arlington, Falls Church, or Fairfax County for the W&OD trail. I run on the trails in Arlington County, the City of Falls Church, and Fairfax County at least 3 times a week and do not think there is a need for a dedicated bike trail. The bicyclists on the trail always warn of their approach, and I have not seen any problems justifying the cost and disruption of constructing a new bike dedicated trail. If some people think there is a problem with speeding bikes, perhaps additional signage would help to remind people to be considerate of other users	No
NVTA Website	5/26/2020 13:00	Kurt & Anita Frevert	22025	PWC-025	Van Buren Road North Extestion: Route 234 to Cardinal Drive	IS A 40-YEAR-OLD PLAN FOR EXTENDING VAN BUREN ROAD TRULY BEING CONSIDERED AT THIS TIME? We moved to Four Seasons in April 2020 with the expectation that our security and property value were assured. We would not have purchased our home if this local rumor is true! Senior citizens, like us, select communities such as Four Seasons for the peace of mind of neighborhood security. The proximity of this road would allow unmonitored, easy access to our homes—a feared, safety issue for older citizens everywhere. Senior citizens have the time and resources to pursue civic and political interventions when their concerns have not been addressed appropriately. We expect an opportunity to ask questions and share concerns about extending Van Buren Road before further preparations are made. We expect to receive mailed notification soon from NVTA of the day, time, and location of a public hearing concerning the extension of Van Buren Road.	No
Email	5/26/2020 12:17 PM	Washington Capitol Partners, LLC via Cathryn Scheipers	22031	ARL-019	Ballston-MU Metrorail Station West Entrance	On behalf of Washington Capitol Partners, I am writing to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). Washington Capitol Partners supports this transportation infrastructure project which will result in a full second entrance with elevators, stairs, and fare gates at the west end of the 600-foot train platform where there currently is no direct access.	Yes
Email	5/26/2020 11:40	Steve Leutner		NOV-003	Arlington W&OD Trail Enhancements	I support widening the WO&D trail in Arlington.	Yes
Email	5/26/2020 10:13	Rebecca Vecchione	22046	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. On a personal note, my teenage sons and my husband walk along Shreve Road often to visit local businesses off of Route 7 and on their way to the West Falls Church metro station. I worry about their safety along Shreve Road every time they leave the house. Thank you very much for the opportunity to make our part of Falls Church and Fairfax County safer	Yes
Email	5/26/2020 8:01	Ryan Payne		CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	I'm writing to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. As a professional engineer, I am keenly aware of the civil infrastructure in my community and the shortcomings of some of the design elements that have been "grandfathered" into the current built environment. The lack of sidewalks, shoulders, and other pedestrian and cycling rights-of-way features along Shreve road would be appropriate for a country road in a sparsely populated area. Rather, this road is a critical connector of vehicles and people to an increasingly urban and dynamic multi-modal environment. Residents of my community travel on foot and by bike whenever possible. When the West Falls Church development is completed at the corner of Haycock and Rt 7, demand on the Shreve corridor will increase significantly. If a no-build option is selected now, the Shreve corridor will become dangerously ill-suited to handle such demand in the future. This improvement is clearly needed and should happen now. Also, there are short term ways that this corridor could be improved immediately: e.g. Repaint the high-visibility crosswalk at Gordon's road with thermoplastic pavement markings now.	Yes
Email	5/25/2020 23:41	Cecilia Allen	22205	NOV-002	Arlington W&OD Trail Enhancements	To whom it may concern, I am writing in support of a proposal to separate walker/runners from bicycles on the W&OD trail in Arlington. I am BOTH a runner and bike rider and have found recently that our trails have become overcrowded (which is in itself, a good sign, although also quite dangerous.) When you have bicycles passing walker/runners without much room to maneuver or without warning it becomes a danger to both pedestrians and bike riders. I am in full support of the dual trail expansion in Arlington.	Yes
Email	5/25/2020 20:57	Kaitlin Stubbs		NOV-002	Arlington W&OD Trail Enhancements	NVTA, I wanted to email to give my support for the 'Arlington W&OD Trail Enhancements' - My young family and I are moving to Arlington Ridge by 4-mile run next month. We currently use the W&OD trail every single day, riding our bikes, walking and running with our daughter near Sterling, VA. I ride my bike to work every weekday that has nice weather. The trail is truly great and we only plan to use it more when we move to Arlington. Even out in Sterling, we have noticed how crowded the trail can become because so many people like to use it. I believe that it will be a great benefit to the community to widen the W&OD trail.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/25/2020 20:25	Alex Sanders		NOV-002	Arlington W&OD Trail Enhancements	To whom this may concern, I am writing to you today to comment on the application of NoVA Parks for $5,646,000 for W&OD Trail Enhancements in Arlington, VA. I urge NVTA to reject NoVA Parks' application for funding at this time and provide support to one of the many other deserving projects. While I generally support recreational projects such as these, NoVA Parks' plan to widen the W&OD Trail in Arlington is poorly devised and unnecessary. There is little evidence that widening the paved trail will achieve the effect that NoVa Parks alleges- that of separating users and stimulating new use (and thus removing automobile traffic from the roads). Moreover, there is another trail that parallels the W&OD over much of the project's proposed route- the Four Mile Run- that is just on the opposite side of the Run. Furthermore, its draft designs indicate the intent to needlessly destroy an increasingly rare habitat in Northern Virginia- meadows. These have become quite uncommon due to development and infill. Arlington County and many volunteers, including residents and engaged corporate groups, have invested considerable resources in protecting and even expanding the meadows within the W&OD Railroad Regional Park, and the draft designs developed for NoVA Parks show a remarkable lack of regard for these valuable habitats. I urge NVTA to decline the opportunity to fund this project at this time and instead dedicate its funding to other, more deserving projects. Regards, Alex Sanders	No
Email	5/25/2020 13:28	Andrew Rosenberger		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails on the W&OD in Arlington. This trail is overcrowded now (even before the current Covid-19 situation) and is both a major commuter route for bicyclists and a major recreation amenity. Please expand this section of the trail between Carlin Springs and N. Roosevelt Street in Arlington.	Yes
Email	5/25/2020 13:24	James Miceli	22209	NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington, James Miceli	Yes
NVTA Website	5/25/2020 11:52	Keith Rogers	22026	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Six Year Program Written Comment: The Route 1 Widening Project has been the Town's top priority for several years. This project is a game-changer for Dumfries that positively impacts each of our four strategic Focus Areas. In addition to congestion mitigation and traffic improvements for the entire town, the Route 1 Widening Project is an essential component to our development efforts, as it will allow us to reclaim our Main Street, creating a greater sense of place and community along our primary thoroughfare. We look forward to continuing our work with Prince William County in completing this project. We hope that the committee will act favorably on our application. Keith Rogers Jr. Town Manager Town of Dumfries --	Yes
NVTA Website	5/25/2020 11:06	Jason Korzen	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: The. Van Buren project is long overdue and a growing need year after year. We are especially hopeful that it will help alleviate some of the dangerous cut through traffic on Waterwy Drive in Montclair. Please do not allow a small group of NIMBYs to hold up a project that I will benefit the majority of our county residents. Thanks! --	Yes
Email	5/25/2020 10:56	Megan Sweitzer		NOV-002	Arlington W&OD Trail Enhancements	Good morning, I strongly support the dual trail plan for the W&OD. These trails are common in Minneapolis where I grew up, and they greatly improve the safety and trail experience for all users.	Yes
Email	5/25/2020 10:52	Juleen Savarese		NOV-002	Arlington W&OD Trail Enhancements	To Whom It May Concern: We support the proposal to separate walker/runners from bicycles on the W&OD trail in Arlington. The trail is overcrowded as it is and it would be more safe to separate bikes and walkers/joggers. Thank you, Juleen Savarese and Lowell Stern Arlington, VA	Yes
NVTA Website	5/25/2020 10:48	Cydny Neville	22172	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Six Year Program Written Comment: I've lived in the Town since 2002, and have witnessed the traffic on route one grow progressively worse – especially in the summer months, as we are one exit prior to the congestion on I-95 at the HOV exit approaching Aquia. The Town is also in dire need of having a true Main Street; route one widening will support this effort. Please support the Dumfries Route 1 Widening project.	Yes
Email	5/25/2020 10:30	Michael Waring		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington W&OD. Additionally, I support an even wider pedestrian path, such that both the cycling and pedestrian paths are at least 10' wide.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/25/2020 10:04	Stanton Cheah & Mark Dunn		NOV-002	Arlington W&OD Trail Enhancements	Dear NVTA members, As Arlington residents and users of the W&OD Trail, we would like to support the widening of the trail to ensure the safety of walkers, joggers and bicycle riders. On a lovely sunny day, and we will have more as the weather warms up, there are crowds of people trying to avoid each other and it is inevitable that an accident could take place. I hope you will each support this widening and separation of the trail for pedestrians and bicyclists. Thank you for your consideration.	Yes
NVTA Website	5/25/2020 9:34	Katie Lientz	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: Please consider constructing the Van Buren Road extension. Failure to build this necessary improvement has led to increasingly dangerous road conditions along Waterway Drive in the Montclair neighborhood due to “cut through” traffic diverted from I-95 and other larger roads. --	Yes
NVTA Website	5/25/2020 9:24	Annisia Monserrate	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: We moved to Montclair in 2006. We loved the beauty of walking through the community and feeling safe while admiring nature and exercising. Since the Benita Fitzgerald road was open, many drivers cut through Waterway Drive to 234 and the increase of traffic has brought many drivers speeding and making unsafe to enjoy. Our home backs Waterway Drive and also is very annoying to go to our deck/backyard and try to have a conversation while all the traffic is passing by. I addition, the fact that you can hear some cars racing down Waterway Drive late at night. This has disrupted our time to enjoy the outdoors out of the home which we barely enjoy the outdoors due to the constant noise. Please, imagine yourself buying your dream home and after a few years it becomes a nightmare and there’s nothing you can do. This decision is I. Your hands…our happiness is in your hands. --	No
Email	5/25/2020 9:15	Emerino	22032	NOV-002	Arlington W&OD Trail Enhancements	As a current user of the trail and nature lover I full support widening of the trail to include two trail to decrease congestion and increase safety.	Yes
NVTA Website	5/25/2020 9:13	Bruce St Cyr	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: Regarding the Van Buren Extension. We need this road built to alleviate traffic through Montclair!	Yes
Email	5/25/2020 8:55	Nancy Berry	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: I am fir the extension of Van Buren extension --	Yes
Email	5/25/2020 8:32	Gregory Greeley		NOV-002	Arlington W&OD Trail Enhancements	I’m a user of the W&OD trail, living just a quarter mile from it, and I’ve enjoyed it for decades. I’m in support of the idea of the dual trail expansion in Arlington. The trail is popular, and this would be a nice improvement for all who use it.	Yes
NVTA Website	5/25/2020 7:39	Pete Gould		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes
NVTA Website	5/25/2020 7:38	Sara Jabs	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: I live in Montclair and we need the Van Buren Road to go through to alleviate traffic in Montclair.	Yes
NVTA Website	5/25/2020 7:20	Brad Hancock	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: The Van Buren extension needs to be in the plan. There is only one path between Cardinal and Rt 234 nearby, which causes excess traffic on Waterway Drive, the Van Buren extension would help ease this traffic.	Yes
NVTA Website	5/25/2020 7:05	Allison Bressi	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: We desperately need the Van Buren extension. Lack of an appropriate north south route is forcing traffic through my neighborhood on Waterway Drive. Speeders make it unsafe for my children and their three schools along the route.	Yes
NVTA Website	5/25/2020 7:02	Lindsey Powers	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: Please approve this extension. Montclair is becoming a dangerous place with all of the through traffic cutting through the neighborhood. --	Yes
Email	5/25/2020 2:37	Michelle Brydges		NOV-002	Arlington W&OD Trail Enhancements	Thank you! Sent from my iPhone	Yes
Email	5/25/2020 1:31	Adam Fofana		NOV-002	Arlington W&OD Trail Enhancements	I support dual trails in Arlington.	Yes

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
Email	5/25/2020 1:25	Allen Muchnick	20110	NOV-002	Arlington W&OD Trail Enhancements	Dear Members of the Northern Virginia Transportation Authority (NVTA): I urge the Northern Virginia Transportation Authority to reject NoVA Park's funding application (NOV-002) to widen two miles of the W&OD Trail in western Arlington County for the following reasons: 1) This proposed project application is highly premature and very controversial. Many capable and diverse Arlingtonians, who reside throughout the County, vehemently oppose this project, which they view as unnecessary, unlikely to yield substantial (or any) transportation (or recreational) benefits, and certain to have significant adverse environmental impacts that have not been properly evaluated, much less prudently avoided and adequately mitigated. 2) No community-based planning process, alternatives analysis, or environmental assessment has ever been conducted for this proposed project. If funding is awarded, the project opponents will likely pressure the Arlington County Board and NoVA Parks to conduct these studies in a full, fair, and transparent manner. Thus, NVTA can have no assurance that this project will ever be constructed, especially as described in the funding application. 3) The transportation benefits asserted in the project application are speculative and unsubstantiated, at best. The project application assumes—without a shred of meaningful scientific evidence—that: a) active transportation trips along the existing W&OD trail were ever depressed due to inadequate trail width and/or an absence of mode separation and b) constructing a new parallel pathway for pedestrians—without any physical barrier—would make the trail safer. 4) The project proposal is scoped much too narrowly and omits much-needed and important trail enhancements that could significantly increase active transportation trips to the East Falls Church Metrorail station; namely: a) building a new grade-separated pedestrian and bicycle crossing of N. Sycamore St, to directly access the Metrorail station, b) upgrading the existing trail lighting along the I-66 segment of the proposed project and extending that trail lighting east of I-66 to N. Carlin Springs Rd, c) re-aligning the W&OD Trail to eliminate the unnecessary steep hill and dangerous sharp blind curve at the Brandymore Castle hill, and d) making Arlington's parallel, existing Four Mile Run Trail better suited as a separated facility for walking, jogging, and casual bicycling by i) re-paving flood-prone segments of the Four Mile Run Trail, possibly with flood-resistant concrete, ii) constructing short missing trail links along the Four Mile Run Trail (e.g., immediately west of Wilson Blvd), and iii) installing wayfinding signs to promote the use of that trail. 5) As noted by several others, this project proposal would have significant adverse environmental impacts on storm water runoff and natural habitat that are unlikely to be adequately mitigated. Adding 6 to 10 feet of new imperious pavement to a two-mile stretch of the W&OD Trail that closely abuts the flood-prone Four Mile Run stream would seriously exacerbate the existing storm water runoff and flooding problems and remove a rare linear urban meadow habitat. Furthermore, storm water runoff and flooding would become even worse if any of the understory trees between the W&OD Trail and Four Mile Run are removed to install the widened trail. 6) This proposed project is largely or completely unnecessary because, as noted above, Arlington's existing Four Mile Run Trail could readily serve as a superior separated facility for pedestrians and casual bicyclists--at very low cost and with minimal adverse impacts--compared to the new adjacent pedestrian path proposed by NoVA Parks.	No
Email	5/25/2020 0:57	James Stroud		NOV-002	Arlington W&OD Trail Enhancements	Hi, As more and more people commute to work by bike and more people exercise the WO&D trail will become more dangerous. I commute whenever I can buy bike to save on the car traffic and having a little extra lane on the bike trail versus expanding massive lanes on route 66 and what not will be much cheaper and better for everyone including the environment. I noticed over the last eight years the trails are getting more crowded and more dangerous so this will make it better for everyone. Thanks for your attention James Stroud Sent from my iPhone	Yes
Email	5/25/2020 0:55	Lynne Chernin		NOV-002	Arlington W&OD Trail Enhancements	All, Please support widening the trail. Those of us who walk on this beautiful treasure know that when there are cyclists the trail is too narrow to safely share, especially if another cyclist is coming in the other direction. Reducing carbon emissions from cars will save more trees than will be pulled to widen the trail.	Yes
NVTA Website	5/25/2020 0:30	Dustin Lientz	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: I support the Van Buren Rd extension. Please take this opportunity to put more infrastructure in place before the area develops any further. Thanks! Dustin	Yes
NVTA Website	5/25/2020 0:21	Tammera Ackiss	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: This van buren extension must go through! Waterway was not made for the heavy and speeding traffic that is now the daily normal. Please do not wait until a tragedy occurs! --	Yes
NVTA Website	5/25/2020 0:14	Jennifer Folks	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: Please proceed with the Van Buren extension! The traffic through Montclair is getting worse and worse!	Yes
NVTA Website	5/25/2020 0:13	Joellen Welch	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: We absolutely need the extension on the Van Buren Rd. The developer at four seasons was aware of this and it was written into the plans of the neighborhood. The fact that a few people in that neighborhood don't want it, should not take precedence over thdctenxx Sc of thousands of commuters that need more roads. -- This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)	Yes
Email	5/25/2020 0:06	Liza Cobbs	22025	PWC-025	Van Buren Road North	Six Year Program Written Comment: We support the Van Buren extension' --	Yes
Total	**# of commenters:**	**54**	**# of comments:**		**54**		

Comment channel	Date	From	Zip	Project Number	Project Title	Comments	Support
> In addition, Senator Surovell, on 5/26/2020, after the deadline, via an email to NVTA Executive Director Monica Backmon and the Auhority members, submitted a letter that included 1101 comments. The letter summarized the comments as below. NVTA staff has neither verified the summary with the full set of comments nor checked for any duplicate comments that NVTA's official channels might have already received.							
				FFX-098	Richmond Highway (Route 1) Bus Rapid Transit	172 YES; 72 NO	
				FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South	174 YES; 75 NO	
				DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	85 YES; 46 NO	
				PWC-024	North Woodbridge mobility improvement	56 YES; 42 NO	
				VRE-013	VRE Wodbridge station improvement	72 YES; 25 NO	
				PWC-016	Summit School Road Extension and Telegraph Road Widening	55 YES; 37 NO	
				PWC-025	Van Buren Road North	14 YES; 86 NO	
				PWC-020	PWC Parkway & Old Bridge Rd	36 YES; 54 NO	

ATTACHMENT 1

5/24/2020 8:50 PM

Collier Cook

President, Ballston-Virginia Square Civic Association

May 22, 2020

The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall and Members of The Authority:

Ballston-Virginia Square
Civic Association

We as the Ballston-Virginia Square Civic Association, representing the most populous neighborhood in Arlington, write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston-MU Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston to support efficient Transit Oriented Development (TOD). The new entrance will be nearly a quarter-mile to the west, at Vermont Street, practically as far west of the existing entrance as the next station—Virginia Square—is east. This new entrance will thus effectively provide an entire new Metro station at only a fraction the cost of an actual station. It will result in highway-trip-reducing TOD, relieve congestion at the current entrance, and enable more efficient passenger spacing inside trains and on the platform.

The new entrance will allow regional I-66 buses to reach Metro more efficiently, avoiding the current circuitous access. This will both speed up buses and increase the number of bus stops (and thus buses) that Ballston's currently over-capacity bus depot can support.

The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. TOD enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040, with more increases in bus ridership, walking, and bicycling.

Due to Metro's nearby track crossover, Ballston fulfills an oversized role in system-wide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia.

Ballston is, in short, one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. A design that was intended to be neighborhood-serving needs expansion for its true regional purpose. Access to the station is congested, and too far from trip sources. Adding a second entrance will greatly improve the capacity of the Metrorail system, and reduce multimodal congestion caused by the inadequate capacity at this location.

Thank you for your time and consideration of this project for funding.

Sincerely,

The Ballston-Virginia Square Civic Association

Collier Cook
President

ballstoncivic.org
president@ballstoncivic.org

ATTACHMENT 2

5/24/2020 5:50 PM

Jason Stanford
Executive Director

Northern Virginia Transportation Alliance

NORTHERN VIRGINIA TRANSPORTATION COALITION
PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

May 24, 2020

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: The Northern Virginia Transportation Authority's Six Year Program Update

Dear Northern Virginia Transportation Authority Members:

Thank you for the opportunity to comment on the Northern Virginia Transportation Authority's Six-Year Program Update. The Northern Virginia Transportation Coalition is a partnership of business, civic, and nonprofit organizations that represent the vast majority of employers in our region.

Over the years, the Coalition has been a strong voice for new regional and state transportation funding and has supported regionally significant multimodal investments that do the most to relieve congestion, reduce travel time and improve mobility to promote regional prosperity and quality of life.

First and foremost, we applaud the sound fiscal management that enables the Authority to maintain funding for the inaugural Six-Year Program despite the impact of the ongoing pandemic. We also commend the Virginia General Assembly for acknowledging the importance of Northern Virginia transportation and partially restoring the funding that was diverted from the Authority in 2018.

We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever.

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $59.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities.

In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.

Finally, given the current fiscal climate, we urge you to prioritize funding projects that will be ready to move forward in Fiscal Year 2024 and 2025 including continuation projects that are already partially funded by the Authority. Projects that do not anticipate construction or capital acquisition until 2026 or 2027 should apply for that funding in the next round of the Authority's Six Year Program Update.

Thank you for your time, consideration, and service to better regional transportation in Northern Virginia.

Sincerely,

Brian M. Gordon, MPA, VP of Government Affairs
Apartment and Office Building Association

Pat Dean, President
Associated Builders and Contractors – VA

Jack Vega, President
Committee for Dulles

Barry Taylor, President
Dulles Area Association of Realtors®

John Boylan, President & CEO
Dulles Regional Chamber of Commerce

Charles A. Kapur, President & CEO
Greater Reston Chamber of Commerce

Kim Clarke, President & CEO
Greater Springfield Chamber of Commerce

Ken Garrison, Executive Director
Heavy Construction Contractors Association

Anthony Howard, President & CEO
Loudoun County Chamber of Commerce

Martha D. Marks, President
NAIOP Northern Virginia, the Commercial Real Estate Development Association

Holly Hicks Dougherty, Executive Director
Mount Vernon Lee Chamber of Commerce

Mark Ingrao, Chief Executive Officer
Northern Virginia Building Industry Association

Nicholas Lagos, President
Northern Virginia Association of Realtors®

Deborah Jones, President & CEO
Prince William Chamber of Commerce

Julie Coons, President & CEO
Northern Virginia Chamber of Chamber Commerce

Bobbie Kilberg, President & CEO
Northern Virginia Technology Council

Maggie Parker, Chairman of the Board
Northern Virginia Transportation Alliance

Tucker R. Gladhill, Chairman
Tysons Regional Chamber of Commerce

Keith Meurlin, President
Washington Airports Task Force

Doug Pickford, President & CEO
Dulles Area Transportation Association

ATTACHMENT 3

5/24/2020 4:32 PM

Mara Olguin

DWECK PROPERTIES, LTD.

1200 17th Street, NW, Suite 200 Washington, D.C. 20036 P: (202) 296-0360 F: (202) 296-0363

May 22, 2020

RE: **Support of ARL-014 and VRE-011 Candidate Projects**
Zip Code: 22202

As a property owner with significant holdings in Crystal City and Pentagon City, I am writing to support funding for two critical projects that will have a transformative impact on the connectivity, mobility, and economic competitiveness of the entire region: the CC2DCA Intermodal Connector (ARL-014) and the VRE Crystal City Station Improvements (VRE-011).

These projects are a pivotal cornerstone of the new National Landing neighborhood—creating the country's first innovation focused region, anchored and connected to a major airport, transit and commuter rail. These projects create an ecosystem that not only supports employment needs, and business travel, it creates a new global model for transportation hubs that can be fully integrated into vibrant, walkable communities.

We believe that these projects will not only help ignite economic vitality for the region, it will support broad sustainability goals and reduce congestion in a rapidly growing area by encouraging mass transit versus car travel to Reagan National Airport.

For decades, Crystal City, Pentagon City, Potomac Yard, and Reagan National Airport have been fragmented destinations isolated from each other by barriers. With the Virginia Tech Innovation Campus, the Amazon HQ2 development in Pentagon City and Crystal City, and significant residential and retail development underway, we have a singular, once-in-a generation opportunity to knit these pieces together to create a world class region and economic engine.

With Amazon's HQ2 hiring underway and Virginia Tech's campus planning in full swing, I urge you to include the CC2DCA Intermodal Connector and the VRE Crystal City Station Improvements in this year's funding request.

Sincerely,
Nora Dweck-McMullen
Chief Operating Officer, Dweck Properties
202-296-0360

ATTACHMENT 4

5/23/2020 10:29 PM

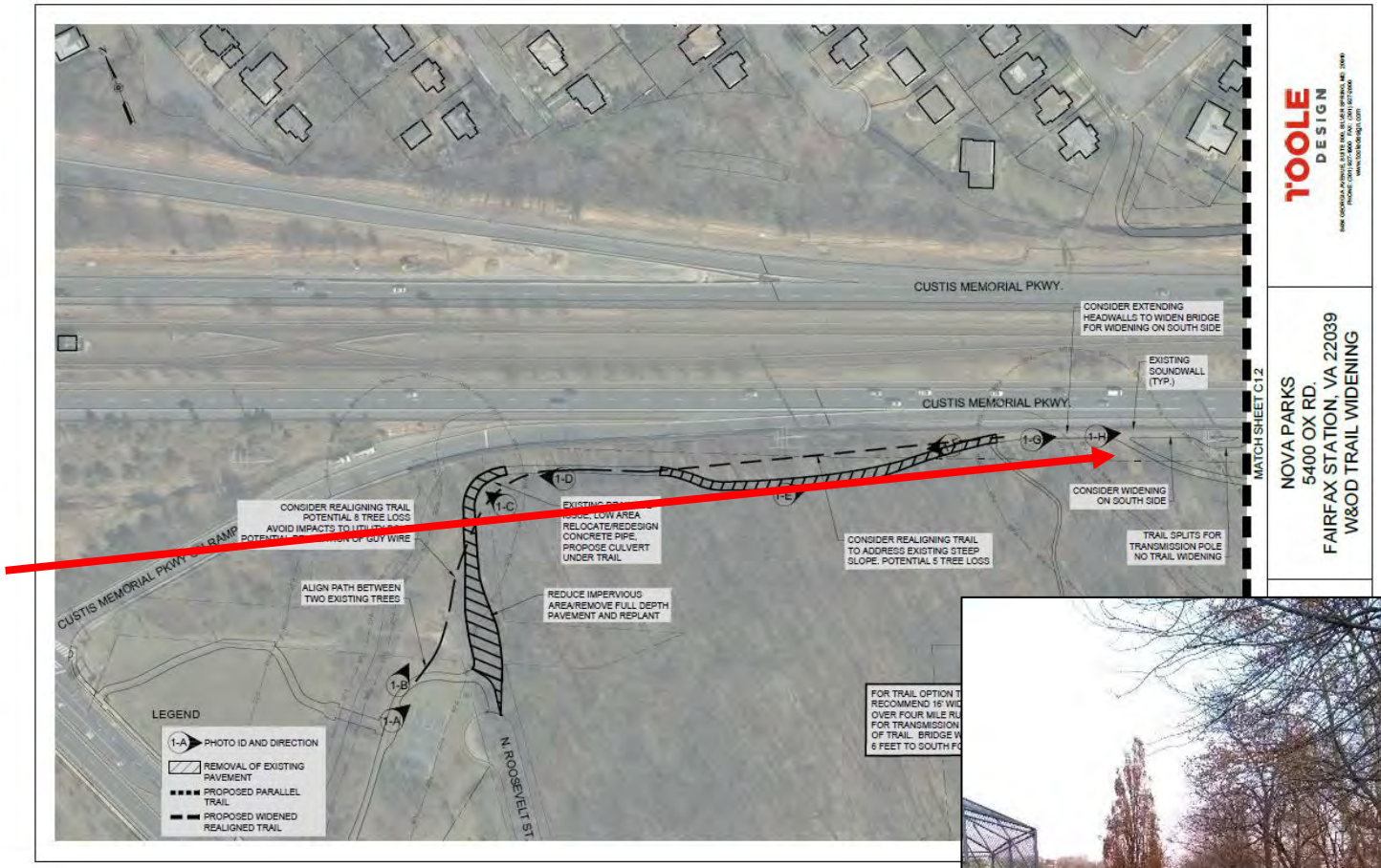
Joshua Handler

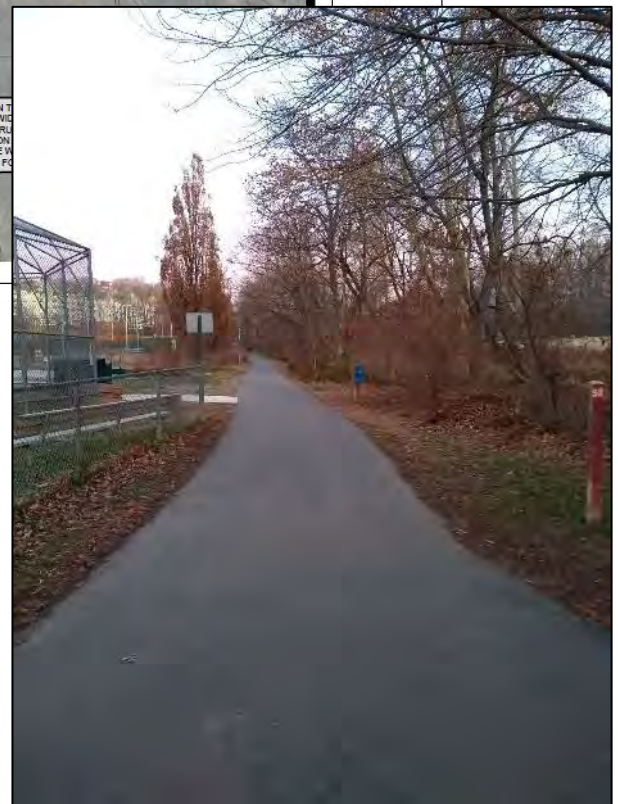
Arlington, VA

W&OD Trail Widening Not Needed – Second Parallel Four Mile Run Trail Exists

- There are two separated trails for most of the length of the project
- Capacity exists for commuting hours
- A costly widened trail would still have biker-ped conflicts. Better traffic management of existing trails would be cost effective way to reduce perceived commuting hour conflicts

Four Mile Run trail parallel to W&OD trail near East Falls Church Metro (western end of proposed project)





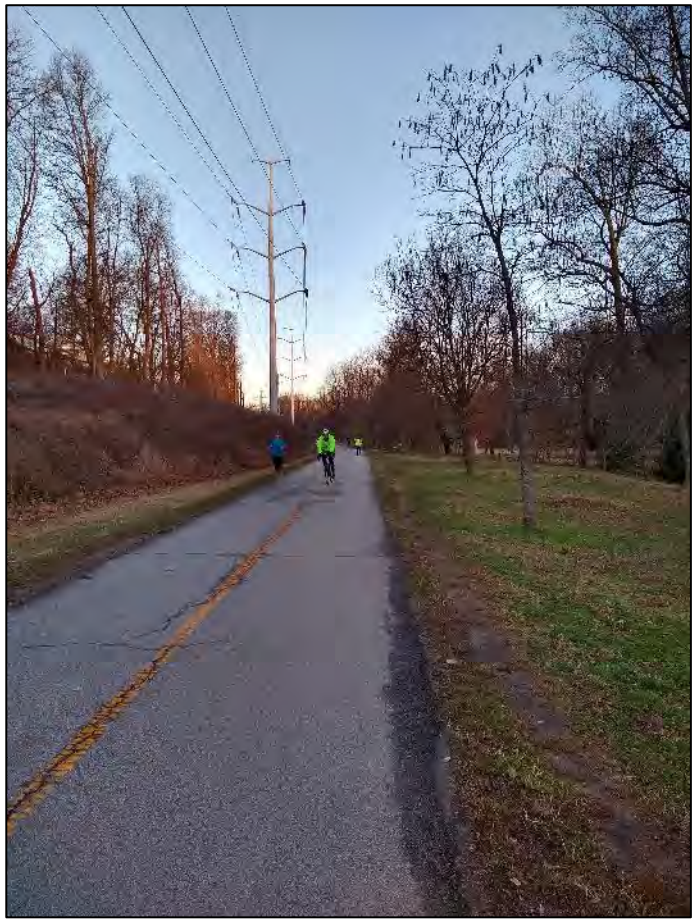
Four Mile Run trail parallel to W&OD trail in Bluemont Park (eastern end of proposed project)

Power Point Presentation accompanying J. Handler May 23, 2020, Comments on Opposition to Application Number NOV-002, Transaction ID 72, Applicant NOVA Parks

Actual use vs. Perceived Use

- Congestion not an issue during a commute

Actual use. Feb 18, 2020, 7:04 AM commute
Looking westwards near Wilson Blvd.



Actual use. Mar 4, 2020, 7:03 AM commute
Looking westwards near Wilson Blvd.

BEFORE (people included for scale)
W&OD Trail, east of N Ohio St
Looking east towards Patrick Henry Dr

Actual use. Feb 26, 2020, 7:05 AM commute
Looking westwards near Wilson Blvd.

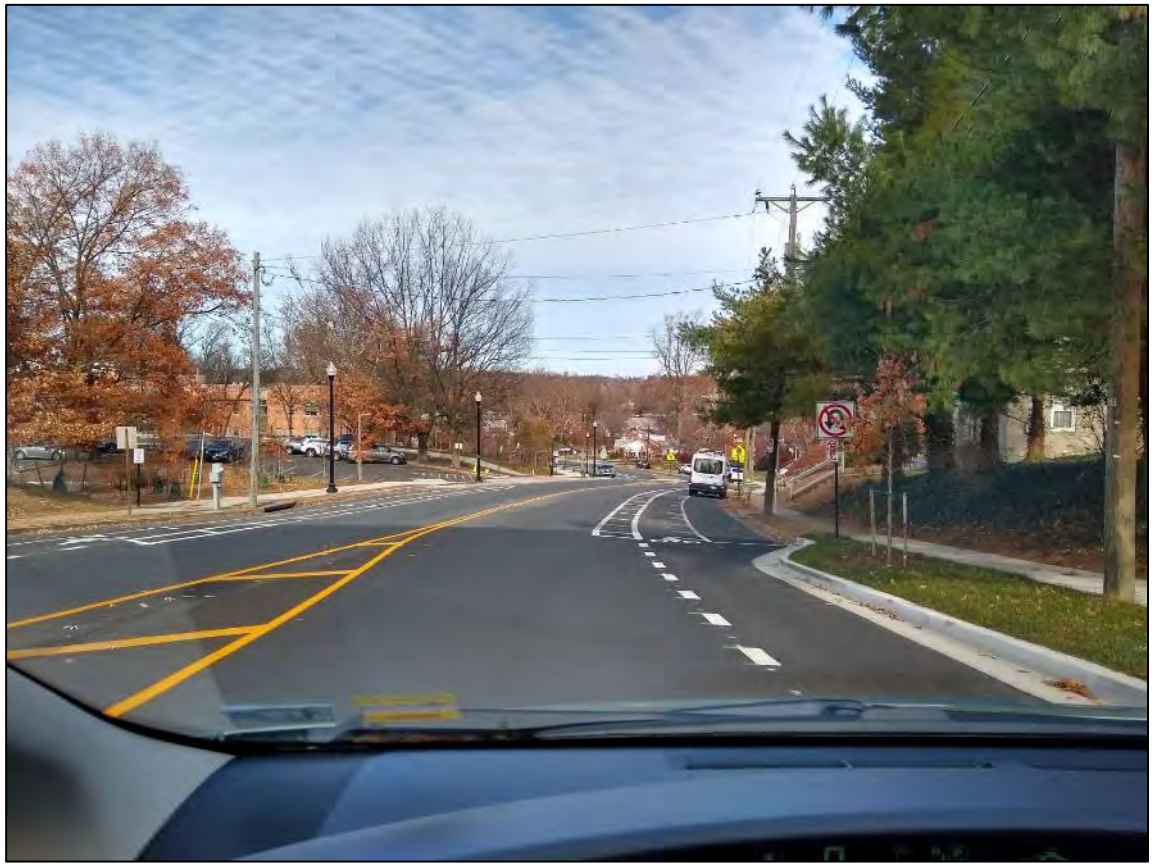
Actual use. Feb 13, 2020, 7:05 AM commute
Looking east towards Patrick Henry Drive. A rainy but warmish day.
Illustrates the trail is underutilized good portions of the year. And, widening it seemingly wouldn't get people off I-66 on colder or rainy days.

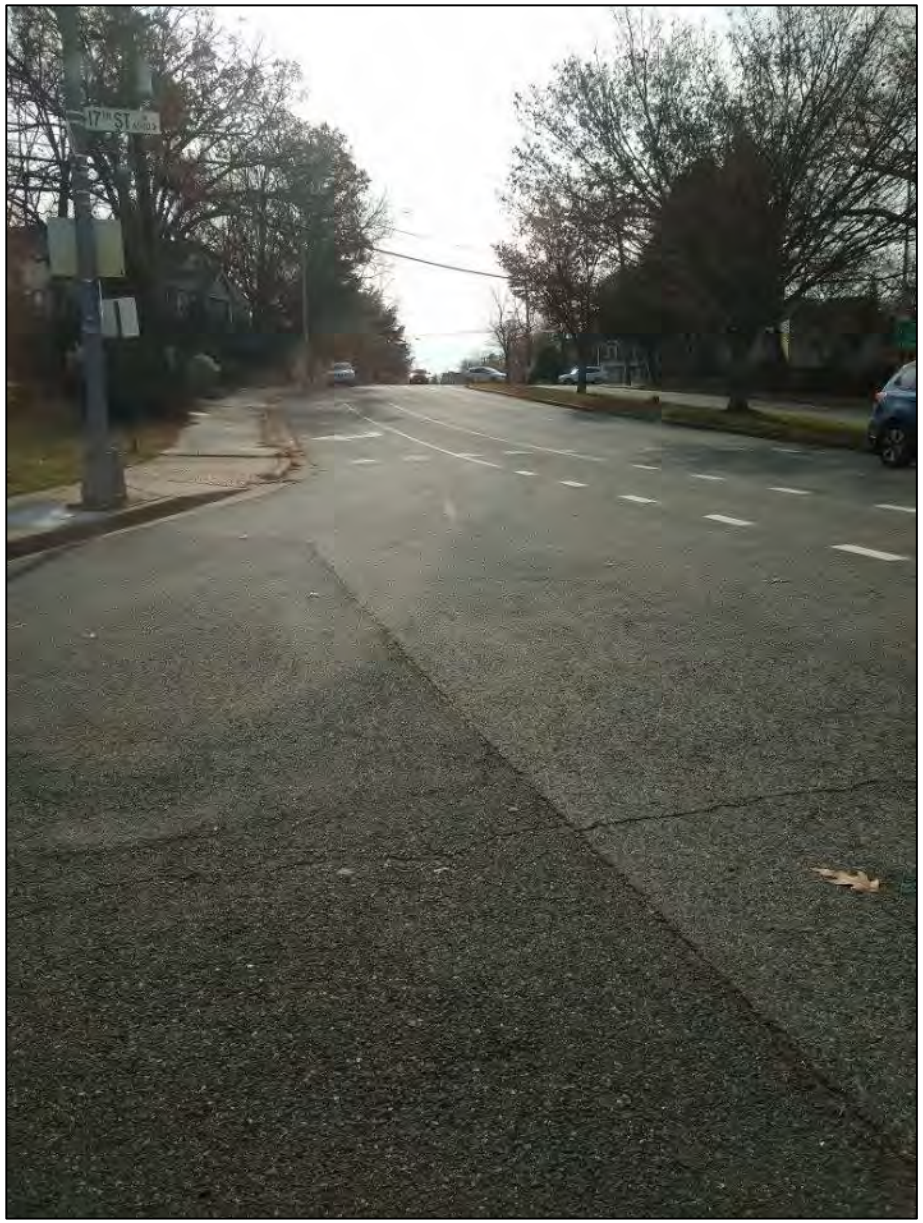
Ohio Street Bridge Chokepoint would Remain

- Bikers and pedestrians will have conflicts during commuting or recreational use times even if expanded
- But no expansion to increase capacity is needed -- actual commuting use on Feb 13, 2020, 7:24 AM

Alternative capacity already exists

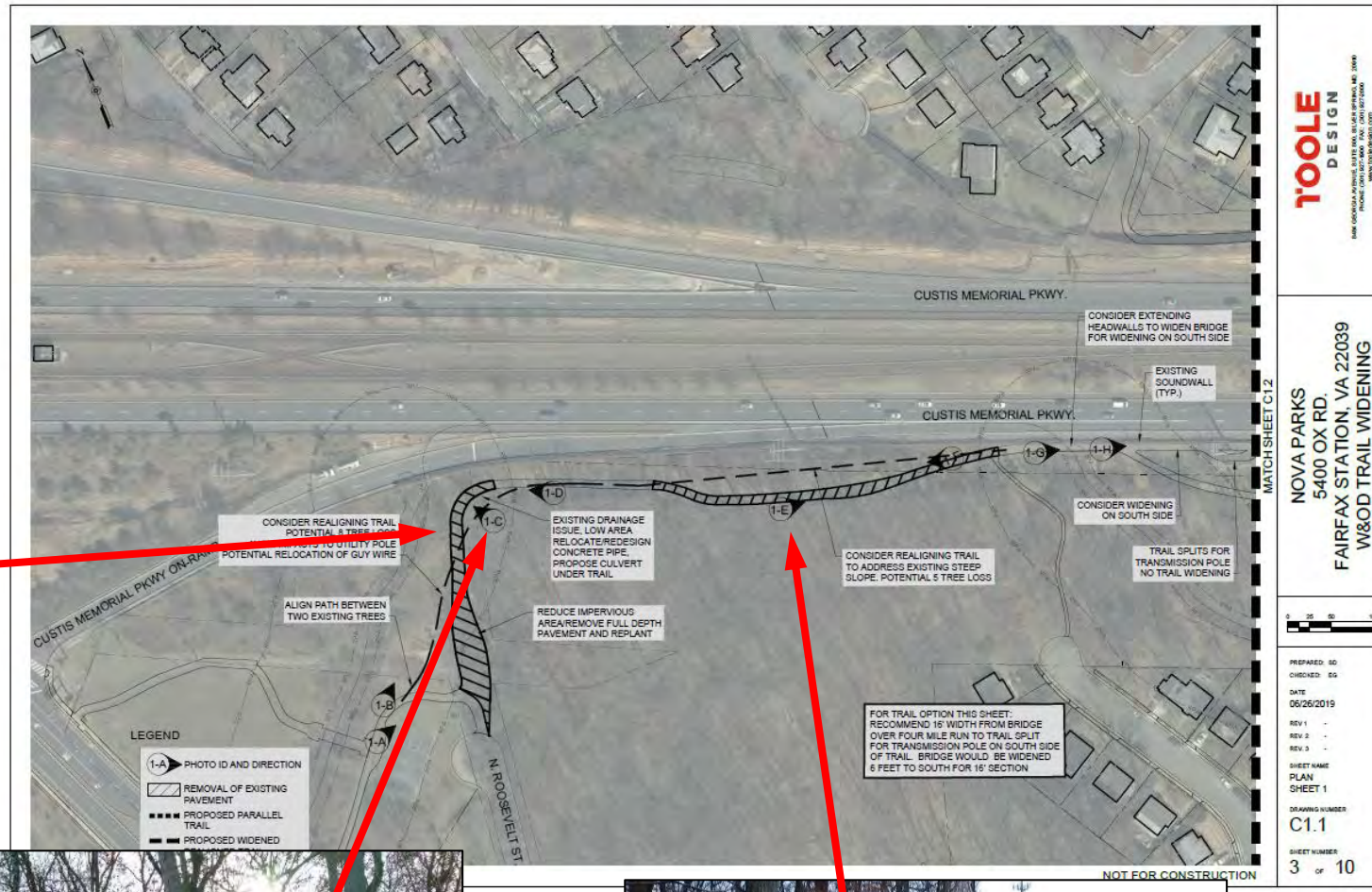
- In addition to existing parallel Four Mile Run Trail, Arlington expanded the network of on-street bike paths in the area

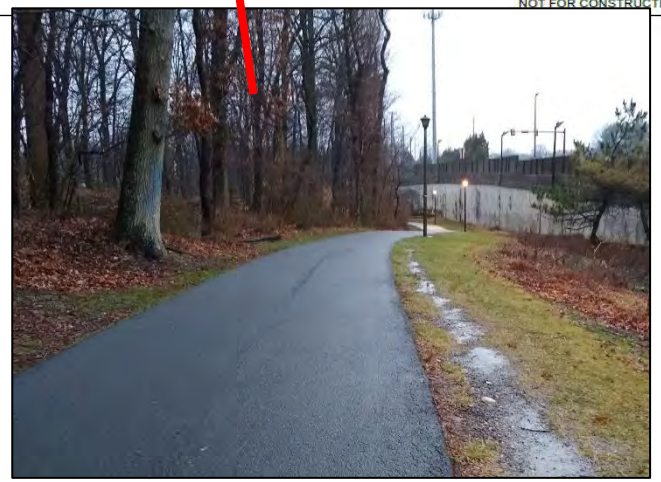




Tree Impact of W&OD Trail Widening Proposal

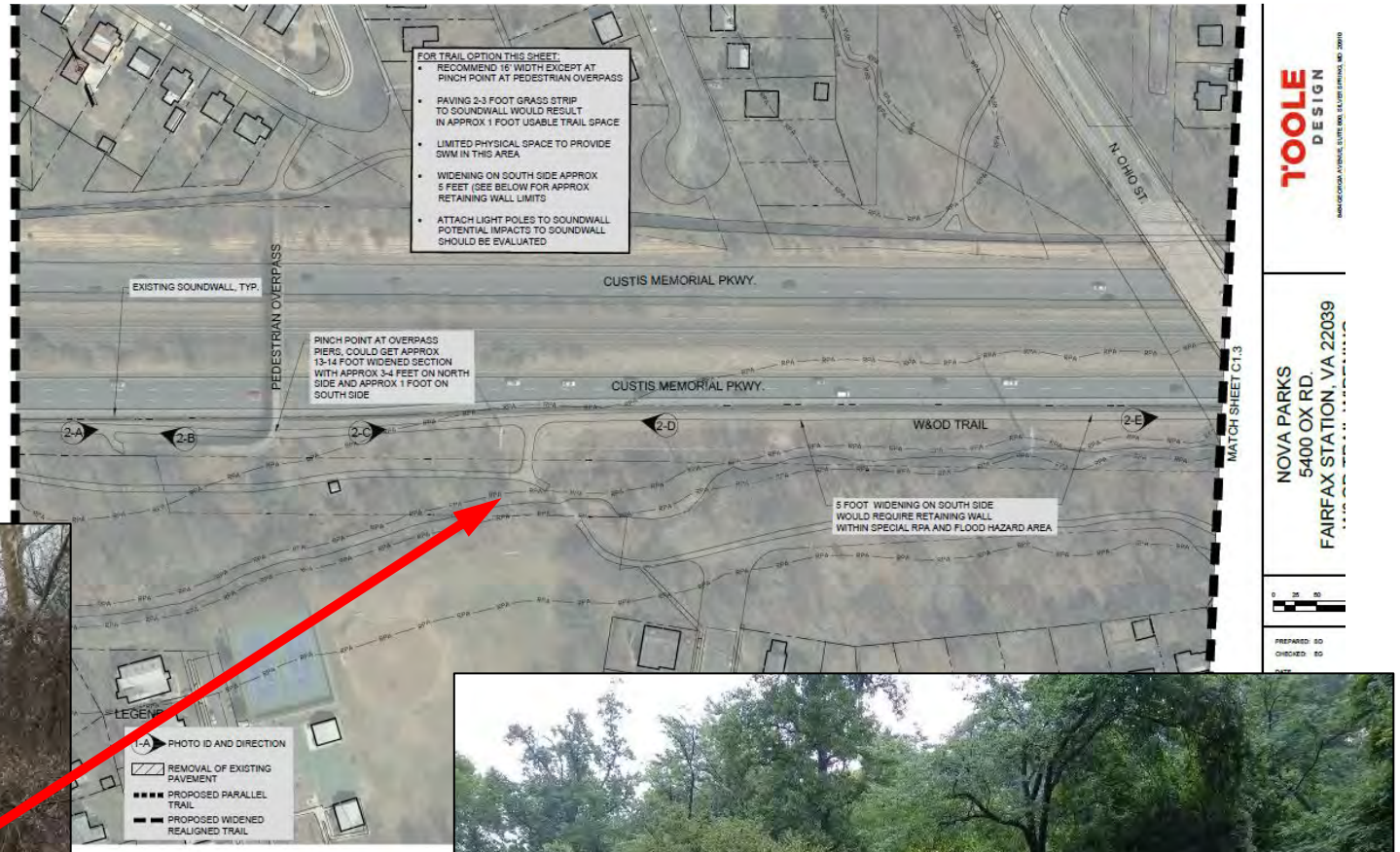
- A number of large mature trees would be cut down near N. Roosevelt Street at Brandymore Castle to straighten and widen the trail
- Others might be cut down or endangered by the work





Recent Tree Loss at N. Powhatan St

- A number of large mature trees were recently cut just downstream of Brandymore Castle at N. Powhatan St. right on the banks for Four Mile Run.
- Further tree loss at Brandymore Castle from trail widening would exacerbate stormwater runoff adding to future flooding events



Bon Air Park buildings after July 8, 2019 rainstorm and flooding

NOVA Parks Upton Hill Project Stormwater Runoff

- Despite installing a large underground cistern over the past few months, still large amounts of stormwater runoff during rainstorms
- This is not promising for the proposed W&OD trail widening project
- It would be better if there were better SWM along the Four Mile Run, but this can be done without widening the trail

ATTACHMENT 5

5/23/2020 9:56 PM

Connie Rydberg,

On Behalf of Nikhil Kapadia

Falls Church, VA

Re: West Falls Church Connection to W & OD Trail project and Downtown Falls Church Multimodal Improvements project

Dear NVTa

pleasegive Falls church

money for these

projects.

The then I cannide MY

W & OD (trail)

bike from The W and O D

to. Mcdonalds

(via Park Ave.)

and to Chipotle.

I like hideing MY bike.

I can hide 17. Miles

From Nikhil Kapadia age 6

ATTACHMENT 6

5/23/2020 7:15 PM

Tina Leone

CEO

Ballston Business Improvement District

BALLSTON

May 23, 2020

The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall and Members of The Authority:

Thank you for the opportunity to again express our support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This long-anticipated, much-needed project will build a second entrance for the Ballston Metro station.

The Ballston metro station was not built to handle its role as a major hub of the Metrorail system.

The Ballston-MU Metro station is major multi-modal hub for the regional transit network in Virginia serving the Metro Orange and Silver Lines. The station is one of Metro's highest ridership stations in Virginia- and is steadily building its ridership back up after WMATA's extensive maintenance program to about 25,000 trips per day. The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. This will increase Metrorail ridership to 40,000 by 2040, with more increases in bus ridership, walking, and bicycling.

Its single entrance is currently over-capacity. This new entrance will relieve congestion at the current entrance and enable more efficient passenger spacing inside trains and on the platform- this spacing is now more important than ever considering the COVID-19 environment we are experiencing and what we may experience in the future. In addition, the second entrance will resolve a major safety concern our members have expressed by providing an additional exit from the platform in the case of an emergency.

Ballston has undergone an explosion of development, with 7 development projects completed in the last 5 years and 4 more projects delivering within the next 5 years- in total, this represents an additional 3,500 apartment units, 540,000 SF of new and renovated retail space and 530,000 SF of new office space since the project was first approved in 2005. All of these new developments rest within a 5-block radius of the

current Ballston metro station entrance- making the need for a second entrance to our Metro station critical to Ballston's future success and sustainability.

The single entrance is too far from trip sources such as the many new residences built in West Ballston and Bluemont over the past decade above and beyond the numbers cited above. The new entrance will be nearly a quarter-mile to the west, at Vermont Street, practically as far west of the existing entrance as the next station—Virginia Square- is east, thus making Metro more accessible and a more desirable option for those living and working in the western end of Ballston

The new entrance will also allow regional I-66 buses to reach Metro more efficiently, avoiding the current circuitous access. This will both speed up buses and increase the number of bus stops (and thus buses) that Ballston's current, over-capacity bus depot can support.

Ballston is, in short, one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. Its design was intended to be neighborhood-serving and it is in dire need of expansion for its true regional purpose. Adding a second entrance will greatly improve the capacity of the Metrorail system, increase ridership, improve safety, and reduce multimodal congestion caused by the inadequate capacity at this location.

Thank you for your time and consideration of this project for funding.

Sincerely,

Tina Leone, CEO
Ballston Business Improvement District

ATTACHMENT 7

5/23/2020 2:16 PM

Kirk Niemi

Varela, Lee, Metz & Guarino, LLP

ANDREW NIEMI
304A PINE STREET
FALLS CHURCH, VA 22046

May 18, 2020

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear NVTA:

My name is Andrew Niemi, I live in the City of Falls Church VA, and I am currently in 6th grade at Mary Ellen Henderson Middle school. Me and my two friends have been walking and biking to school together since the start of this school year.

I live near Mount Daniel, and start my walk by leaving my house and walking down the street to the light. I wait for about one minute, cross the street, and head for the bike path. I get on the bike path, cross another street and make my way to the bridge. Before I cross that street I take a right onto Grove, and walk up the street, where I greet my two friends and we zigzag threw a couple back stress. We head to the Falls Plaza where we cross a small street and walk up the plaza and through the Giant grocery store parking lot. We then get to a big intersection where we are accompanied by a couple other MEH and GM students. There are crossing guards there who stop the cars for us to pass. We then go up a hill and into the George Mason Parking lot, and eventually get to MEH.

The whole commute to school is walking through many back streets, and shortcuts in order to get to school. It will usually take us 30 minutes to walk to school, and a little less to walk back home at the end of the day. We have to cross many streets and walk through parking lots.

The path that Falls Church is planning to build will help us because instead of having to go through a bunch of different ways we can just head one way for almost all the trip. I would just have to go down the street, take two turns, and walk almost the whole rest of the way on the bike path. It will also be safer for us because we are on a path where we can be on, and there aren't any cars around. It also would give us the option to bike more often because we could use the path instead of biking through shopping center parking lots and down many side streets.

Sincerely,

Andrew J. Niemi

-Andrew Niemi

ATTACHMENT 8

5/23/2020 2:09 PM

Paul & Sharon McMahon

4672 Timber Ridge Drive

Montclair, Virginia

ATTACHMENT 9

5/22/2020 3:34 PM

John Carten

Chair

Arlington County Transit Advisory

Committee

May 19, 2020

The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall and Members of The Authority:

I write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston to support efficient Transit Oriented Development (TOD). The new entrance will be nearly a quarter-mile to the west, at Vermont Street, practically as far west of the existing entrance as the next station—Virginia Square—is east. This new entrance will thus effectively provide an entire new Metro station at only a fraction the cost of an actual station. It will result in highway-trip-reducing TOD, relieve congestion at the current entrance, and enable more efficient passenger spacing inside trains and on the platform.

The new entrance will allow regional I-66 buses to reach Metro more efficiently, avoiding the current circuitous access. This will both speed up buses and increase the number of bus stops (and thus buses) that Ballston's currently over-capacity bus depot can support.

The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. TOD enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040, with more increases in bus ridership, walking, and bicycling.

Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia.

Ballston is, in short, one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. A design that was intended to be neighborhood-serving needs expansion for its true regional purpose. Access to the station is congested, and too far from trip sources. Adding a second entrance will greatly improve the capacity of the Metrorail system, and reduce multimodal congestion caused by the inadequate capacity at this location.

Thank you for your time and consideration of this project for funding.

Sincerely,

John Carten
Chairman
Arlington County Transit Advisory Committee

ATTACHMENT 10

5/22/2020 3:32 PM

Kerri Oddenino, AICP

Senior Planner

Department of Community Planning and Economic Development Services

City of Falls Church, Virginia

(On Behalf of
Andy Rankin
Chair, Planning Commission,
Falls Church)

Falls Church Planning Commission
City of Falls Church
300 Park Avenue, VA 22046

May 21, 2020

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Northern Virginia Transportation Authority,

The City of Falls Church Planning Commission submits this letter of support for the (1) West Falls Church Access to Transit and Multimodal Connectivity, and (2) Downtown Falls Church Multimodal Improvements Project applications for funding through the NVTA FY2020-2025 Six Year Program. As outlined in the application documents, this project will relieve congestion on area highways by increasing travel options. The project will support economic development through improved connections to the regional transportation network.

The West Falls Church Access to Transit and Multimodal Connectivity Project will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, and reduce congestion by implementing infrastructure for multiple modes of transportation.

The Downtown Multimodal Improvements Project will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

The West Falls Church Access to Transit and Multimodal Connectivity, and Downtown Falls Church Multimodal Improvements Transportation Project applications are a priority for the Planning Commission. The Planning Commission respectfully requests that the City's applications be considered for full funding.

Sincerely,

Andy Rankin
Chair, Planning Commission

ATTACHMENT 11

5/22/2020 2:51 PM

Scott E. Pedowitz

Government Affairs Manager

Arlington Chamber of Commerce

(On Behalf of Kate Bates)

May 22, 2020

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall,

The Arlington Chamber of Commerce supports the projects in Arlington under consideration for funding in the Authority's Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region.

Rosslyn is a major regional connection point for Northern Virginia, both as an office and residential destination and as a gateway to Washington, DC, via the Roosevelt and Key Bridges. The Rosslyn Multimodal Network Improvements will construct new capacity to streamline traffic flow into and through Rosslyn. The project will separate cars, bicycles, and pedestrians more effectively, and should help alleviate recurring congestion.

Two projects in Crystal City will create vital connections for National Landing, enhancing its growth as economic center for Northern Virginia. The VRE station improvements will enhance commutability from across Northern Virginia, expanding employment opportunities for residents beyond Arlington. The CC2DCA Intermodal Connector will provide a direct connection to the airport from Crystal City and its bus and VRE lines, making transit a more palatable option for travel to the airport from across the region.

The Ballston Metrorail West Entrance extends the number of properties within walking distance of Ballston station, supporting economic development along N Glebe Road. The second entrance will also add a bus-to-Metro transfer point in Ballston closer to I-66, allowing regional buses to connect with Metro more efficiently. With enhanced regional connections via bus and Metro, development in Ballston can support employment opportunities for commuters from across the region.

The ANC Wall Trail will add a connection between the Rosslyn-Ballston and Richmond Highway corridors, two largest travel and activity centers in Northern Virginia. It will also relieve pressure on parallel facilities which support regional travel, including Metro's Blue Line, Route 110, and the George Washington Memorial Parkway.

We thank you for your consideration of these comments.

Sincerely,

Kate Bates

Kate Bates
President & CEO

CC: Arlington County Board; Arlington County Manager; Arlington County Department of Environmental Services, Transportation Division

ATTACHMENT 12

5/22/2020 2:20 PM

Franz Gimmler

Arlington VA

Arlington W&OD Trail Enhancements

NVTA FY2020-2025
SIX YEAR PROGRAM
Updated: 3/5/2020

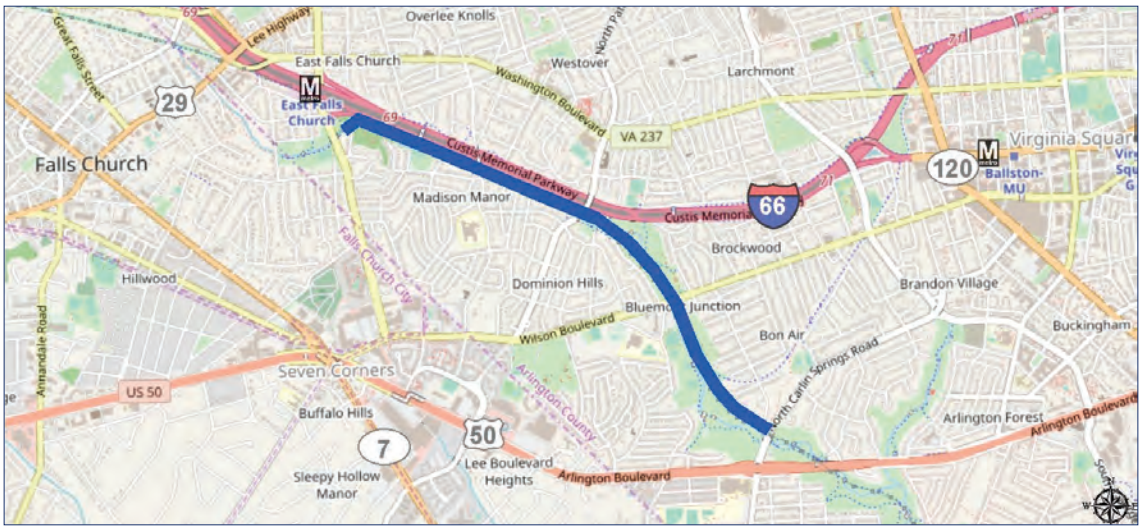
Project Description

Primary Mode(s)	Secondary Mode(s)

Application Number	NOV-002
SPA Number	
TransAction ID Number	72
Submitting Jurisdiction/Agency	NOVA Parks
Location	Between Falls Church Park and N. Carlin Springs Rd.
Requested NVTA Funds	$5,646,000
NVTA Funds Approved	
Previous NVTA Funds Received	$0
Total Cost to Complete Project	$5,646,000

The project is to replace the existing 12-foot wide shared-use trail with a 12-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median. Where the W&OD Trail parallels I-66, the trail will be widened to a 16-foot shared-use trail due to site constraints. Two narrow bridges over Four Mile Run will be replaced with wider bridges. The project extends 2 miles in Arlington County, from N. Roosevelt St. to N. Carlin Springs Rd. and is the first phase of efforts to improve inadequate levels of service along congested portions of the W&OD in Arlington. This project will increase usage of the W&OD and enhance access to commercial and employment destinations. The project will provide greater capacity and encourage bicyclists and pedestrians who may avoid the trail due to overcrowding. The project is a continuation of NOVA Parks' and the City of Falls Church's dual trail project to the west. The project will significantly enhance first and last mile access to the East Falls Church Metrorail Station (.13 mile from the project area) and for commuters continuing into Arlington, Alexandria, and D.C. The W&OD in the project area provides access to N. Sycamore Street, Wilson Boulevard, and N. Carlin Springs Road, each with sidewalk connections and direct access to commuter routes. The W&OD connects to the Custis Trail and Bluemont Junction Trail in the project area, offering an opportunity to enhance the connections to these major commuter routes into the Ballston, Virginia Square, Clarendon, Court House, and Rossyln Activity Centers and D.C. Moreover, the project enhances the commuter route to Columbia Pike and Alexandria. The project also enhances direct bicycle and pedestrian access to Benjamin Banneker, Bon Air, Bluemont and Glencarlyn parks. The 45-mile long W&OD traverses the counties of Arlington, Fairfax, and Loudoun, the City of Falls Church, and the towns of Vienna, Herndon, and Leesburg. The straight and flat paved trail, which follows the gentle grade of the former railroad bed, provides a major bicycle commuter route for Northern Virginia. The trail connects to numerous pedestrian and bicycle facilities to form an extensive non-motorized network throughout Northern Virginia, connecting residential neighborhoods, employment centers, and commercial districts. The popularity of the trail and the wide range of trail users' abilities present critical challenges related to maintaining capacity and public safety.

Project Location



Project Milestone

	Earlier	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Beyond
Study									
Design, Engineering, Environmental Work					X				
Right of Way Acquisition									
Construction					X	X			
Capital Asset Acquisitions									

Project Funding

	Requested NVTA Funds	Previously Approved NVTA Funds	Other funding	Gap	Total Cost by Phase
Study	$0	$0	$0	$0	$0
Design, Engineering, Environmental Work	$650,000	$0	$0	$0	$650,000
Right of Way Acquisition	$0	$0	$0	$0	$0
Construction	$4,996,000	$0	$0	$0	$4,996,000
Capital Asset Acquisitions	$0	$0	$0	$0	$0
TOTAL	$5,646,000	$0	$0	$0	$5,646,000

Project Analysis Highlights

	Rating	Rank
Congestion Reduction Relative to Cost *(CRRC)*	23.35	18
TransAction Project Performance	53.16	34
Project's Past Performance *(Percentage of expected funds that was reimbursed by 12/31/2019)*		Not applicable
Jurisdiction/Agency's Past Performance on All Projects *(Percentage of expected funds that was reimbursed by 12/31/2019)*		14.50%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA		0.00%
Local Priority		1
Number of Supporting Resolutions *(does not include resolution from applicant's own Board/Council)*		1

NVTA-Funded Project(s) Nearby	Number	NVTA Funds Allocated
	1	$3,793,209

Notes:	None.

DRAFT

ATTACHMENT 13

5/21/2020 4:39 PM

Stephanie Piperno

(WABA)

WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

My 21, 2020

RE: Arlington W&OD Trail Enhancements

Dear NVTA Members,

On behalf of the Washington Area Bicyclist Association (WABA), I am writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks.

The project will provide more space for bicyclists and pedestrians to recreate, which is more important now than ever given COVID-19. Trails are seeing a surge in use as people look to leave their homes for fresh air and exercise. The W&OD trail saw a 47% increase in use by pedestrians this April compared to historic averages. Widening this section of the trail will allow people to stay 6-feet apart while still being able to enjoy the trail.

The Washington and Old Dominion Trail is a popular amenity in Arlington— so popular that the number of people walking, running, biking, and scooting on the trail has led to congestion (even before COVID-19). The heavy volume of users on the trail have made it less attractive for people with mobility issues and for families with young kids. The proposed trail enhancement will separate people walking and biking where possible, which will help make the trail more accessible to more people.

Furthermore, the widening the W&OD is specifically called for in the Bicycle Element of Arlington's Master Transportation Plan, and is consistent with Arlington's commitment to Vision Zero, its Public Spaces Master Plan, and its commitment to reduce emissions made in the Community Energy Plan.

WABA fully supports NOVA Park's application, and urges favorable consideration by the NVTA assessment team for the proposed W&OD trail enhancements.

Sincerely,

Stephanie Piperno
Trails Coalition Manager, Washington Area Bicyclist Association (WABA)

ATTACHMENT 14

5/21/2020 4:11 PM

Stephanie Piperno

(On Behalf of Capital Trails Coalition)

My 20, 2020

RE: Arlington W&OD Trail Enhancements

Dear NVTA Members,

On behalf of the Capital Trails Coalition, I am writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks. The project will provide more space for bicyclists and pedestrians to recreate, which is more important now than ever given COVID-19. Trails are seeing a surge in use as people look to leave their homes for fresh air and exercise. The W&OD trail saw a 47% increase in use by pedestrians this April compared to historic averages. Widening this section of the trail will allow people to stay 6-feet apart while still being able to enjoy the trail.

The Capital Trails Coalition ("the Coalition") is a collaboration of public and private organizations, agencies, and citizen volunteers working to advance completion of an interconnected network of multi-use trails for metropolitan Washington, DC. The Coalition convenes and coordinates among the public and private stakeholders who are critical to accomplishing the vision of an interconnected network.

The Washington and Old Dominion Trail is a popular amenity in Arlington— so popular that the number of people walking, running, biking, and scooting on the trail has led to congestion (even before COVID-19). The heavy volume of users on the trail have made it less attractive for people with mobility issues and for families with young kids. The proposed trail enhancement will separate people walking and biking where possible, which will help make the trail more accessible to more people.

Furthermore, the widening the W&OD is specifically called for in the Bicycle Element of Arlington's Master Transportation Plan, and is consistent with Arlington's commitment to Vision Zero, its Public Spaces Master Plan, and its commitment to reduce emissions made in the Community Energy Plan.

The Capital Trails Coalition fully supports NOVA Park's application, and urges favorable consideration by the NVTA assessment team for the proposed W&OD trail enhancements.

Sincerely,

Liz Thorstensen
Vice President, Trail Development at Rails-to-Trails Conservancy
Chair, The Capital Trails Coalition

ATTACHMENT 15

5/21/2020 2:01 PM

Elena Sisson

On Behalf of

Derrick Morrow

HYATT REGENCY CRYSTAL CITY

May 21, 2020

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Subject: NVTA FY2020-2025 Six Year Program Update – Support for VRE Crystal City Station Improvements and the CC2DCA Intermodal Connector

Dear Ms. Backmon,

As **Area Vice President and General Manager of Hyatt Regency Crystal City**, I am writing to express strong support for the provision of regional funding to the *CC2DCA Intermodal Connector (CC2DCA)* and the *Virginia Railway Express (VRE) Crystal City Station Improvements* in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update. Together, these projects not only address existing operational needs, but also support a bold vision to create a truly unique, multimodal transportation hub at the core of Virginia's largest downtown district – National Landing.

Though advanced as separate projects, the bridge and station are envisioned as a physically integrated and interconnected transportation facility. By connecting directly to the station, CC2DCA's pedestrian connection to Washington National Airport will provide direct access for thousands of National Landing residents, employees, and travelers while also creating a direct intercity rail connection to airport.

National Landing's continued growth in conjunction with these new mobility assets will strengthen the case for addition rail operations including bi-directional VRE service as well as MARC interoperability and the possibility of AMTRAK service. This truly unique project will create the country's first "walkable airport" while providing an important new multi-modal access point that will help ease congestion at DCA. Rarely do two infrastructure projects exhibit such synergies, underscoring the importance of advancing them concurrently to fully maximize the value of the investment in regional resources.

NVTA funds will supplement resources already committed in support of an expanded multi-modal network, a core strategy in the effort to tame congestion while growing the economy. The Commonwealth of Virginia has already committed nearly $200m to a collection of projects in its support of the Amazon HQ2 infrastructure package and is advancing plans to construct a new Long Bridge further boosting the prospect for the rail service additions mentioned above. The NVTA plays a critical role in this strategy by providing supplemental funding to many of these projects, including the Crystal City Metro station, the Potomac Yard Metro station and the Crystal City-Potomac Yard Transitway. Together, these projects further reinforce the value of the investments in CC2DCA and the VRE Crystal City Station Improvements and illustrate why Arlington County has given them such high priority through the NVTA project submission process.

Taken together the VRE station and CC2DCA will help redefine the region's geography and economy by making National Landing a hub of multi-modal transportation. **Hyatt Regency Crystal City** strongly supports both projects and encourages the NVTA to approve the requested funding.

Sincerely,

Derrick Morrow

Derrick Morrow
Area VP and General Manager
Hyatt Regency Crystal City

ATTACHMENT 16

5/21/2020 11:50 AM

Susan English

ARCA Representative to the Crystal City Citizen Review Council

May 20, 2020

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Subject: NVTA FY2020-2025 Six Year Program Update – Support for VRE Crystal City Station Improvements and the CC2DCA Intermodal Connector

Dear Ms. Backmon,

Yes, this letter was drafted by the National Landing BID, but I would write it anyway. As one of two Arlington Ridge Civic Association Representatives to the Crystal City Citizen Review Council since 2012, I am writing to express strong support for the provision of regional funding to the *CC2DCA Intermodal Connector (CC2DCA)* and the *Virginia Railway Express (VRE) Crystal City Station Improvements* in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update. Together, these projects not only address existing operational needs, but also support a bold vision to create a truly unique, multimodal transportation hub at the core of Virginia's largest downtown district – National Landing. Revenue losses now will undoubtedly set back state and regional projects, but that is all the more reason to support these two wise and forward-looking projects. As we look to the future, efficient rail connections will work against sprawl, which is the greatest contributor, by far, to climate change. They will also help Virginia's economy. Revenue losses and future pandemic resilience planning notwithstanding, these projects are important and deserve funding.

Though advanced as separate projects, the bridge and station are envisioned as a physically integrated and interconnected transportation facility. By connecting directly to the station, CC2DCA's pedestrian connection to Washington National Airport will provide direct access for thousands of National Landing residents, employees, and travelers while also creating a direct intercity rail connection to airport.

National Landing's continued growth in conjunction with these new mobility assets will strengthen the case for addition rail operations including bi-directional VRE service as well as MARC interoperability and the possibility of AMTRAK service. This truly unique project will create the country's first "walkable airport" while providing an important new multi-modal access point that will help ease congestion at DCA. Rarely do two infrastructure projects exhibit such synergies, underscoring the importance of advancing them concurrently to fully maximize the value of the investment in regional resources.

NVTA funds will supplement resources already committed in support of an expanded multi-modal network, a core strategy in the effort to tame congestion while growing the economy.

Taken together the VRE station and CC2DCA will help redefine the region's geography and economy by making National Landing a hub of multi-modal transportation. I strongly support both projects and encourage the NVTA to approve the requested funding.

Sincerely,

Susan P. English
ARCA Representative,
Crystal City Citizen Review Council

ATTACHMENT 17

5/20/2020 2:08 PM

Robert Mandle

Chief Operating Officer
Crystal City Business Improvement District

CRYSTALCITY

Crystal City Business Improvement District

May 20, 2020

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Subject: NVTA FY2020-2025 Six Year Program Update – Support for VRE Crystal City Station Improvements and the CC2DCA Intermodal Connector

Dear Ms. Backmon,

On behalf of the Crystal City, Pentagon City, and Potomac Yard business community, the National Landing/Crystal City Business Improvement District (BID) would like to express its strong support for the provision of regional funding to the *CC2DCA Intermodal Connector (CC2DCA)* and the *Virginia Railway Express (VRE) Crystal City Station Improvements* in the Northern Virginia Transportation Authority's (NVTA) FY2020-2025 Six Year Program Update. Together, these projects not only address existing operational needs, but also support a bold vision to create a truly unique, multimodal transportation hub at the core of Virginia's largest downtown district – National Landing.

Though advanced as separate projects, the bridge and station are envisioned as a physically integrated and interconnected transportation facility. By connecting directly to the station, CC2DCA's pedestrian connection to Washington National Airport will provide direct access for thousands of National Landing residents, employees, and travelers while also creating a direct intercity rail connection to airport.

National Landing's continued growth in conjunction with these new mobility assets will strengthen the case for addition rail operations including bi-directional VRE service as well as MARC interoperability and the possibility of AMTRAK service. This truly unique project will create the country's first "walkable airport" while providing an important new multi-modal access point that will help ease congestion at DCA. Rarely do two infrastructure projects exhibit such synergies, underscoring the importance of advancing them concurrently to fully maximize the value of the investment in regional resources.

NVTA funds will supplement resources already committed in support of an expanded multi-modal network, a core strategy in the effort to tame congestion while growing the economy. The Commonwealth of Virginia has already committed nearly $200m to a collection of projects in its support of the Amazon HQ2 infrastructure package and is advancing plans to construct a new Long Bridge, further boosting the prospect for the rail service additions mentioned above. The NVTA plays a critical role in this strategy by providing supplemental funding to many of these projects, including the Crystal City Metro station, the Potomac Yard Metro station and the Crystal City-Potomac Yard Transitway. Together, these projects further reinforce the value of the investments in CC2DCA and the VRE Crystal City Station Improvements and illustrate why Arlington County has given them such high priority through the NVTA project submission process.

Taken together the VRE station and CC2DCA will help redefine the region's geography and economy by making National Landing a hub of multi-modal transportation. The National Landing/Crystal City BID strongly supports both projects and encourages the NVTA to approve the requested funding.

Sincerely,

Tracy Gabriel
President & Executive Director
National Landing/Crystal City Business Improvement District

CC Mark Schwartz, County Manager for Arlington County

ATTACHMENT 18

5/20/2020 10:09 AM

Jay Corbalis

Vice President, Public Affairs

JBGSMITH

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JBG SMITH

May 19, 2020

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031
Subject: CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport and VRE Crystal City Station Improvements

Dear Ms. Backmon,

I am writing to express JBG SMITH's (JBGS) strong support for two, related projects under consideration for Northern Virginia Transportation Authority (NVTA)'s FY 20-25 Six Year Program Update: VRE's Crystal City Station ("VRE station") and the planned bridge between Crystal City and National Airport ("CC2DCA"). With the addition of Amazon and Virginia Tech, National Landing is poised for significant economic growth in the coming years. These two projects are essential parts of a broader strategy to accommodate that growth by investing in our multi-modal transportation network. Given this, we urge the NVTA to join us in supporting these critical projects by approving their request for regional funding.

Though they are being advanced as separate projects, the bridge and station are envisioned as one physically integrated structure. From Crystal Drive users would ascend a shared staircase to a walkway above the rail corridor, then either descend to the VRE station platform, or continue east to DCA (see Exhibit A). Their interconnected nature amplifies the benefits of both projects and underscores the importance of advancing them concurrently. Already its busiest stop in Virginia, the new VRE station in National Landing will add capacity to support planned frequent, bi-directional VRE service, as well as potential MARC and Amtrak service. By connecting directly to the station, CC2DCA will not only provide direct airport access to thousands of residents, employees and visitors in National Landing, it will create a direct intercity rail connection to National Airport for the first time. This truly unique project will create the country's first "walkable airport" while providing an important new multi-modal access point that will help ease congestion at DCA.

4445 Willard Avenue, Suite 400, Chevy Chase, Maryland 20815
240.333.3600 jbgsmith.com

DocuSign Envelope ID: 8ED6CEC5-35F1-45E2-BD1F-98FFACE9EE4B

JBG SMITH

Investments in expanding Virginia's multi-modal transportation network are central to a larger strategy of growing the economy while combating congestion. With the majority of Amazon's 25k employees expected to commute car-free, Virginia has committed nearly $200m to a slate of multi-modal projects – including CC2DCA – to enable the region's highly educated workforce to get to National Landing quickly and conveniently. The state's recent landmark agreement with CSX to construct a new Long Bridge will provide a further boost by enabling all-day, bi-directional VRE service. The NVTA plays a critical role in this strategy by providing funding to many of these projects, including several of those linked to the Amazon agreement such as the second entrance to the Crystal City Metro station, the Potomac Yard Metro station and the Crystal City-Potomac Yard Transitway.

As a company focused on transit-oriented development and a long-term stakeholder in National Landing, JBGS is fully supportive to this vision, and is playing an active role in realizing it. In addition to contributing access easements for both projects (which are located on JBGS property) we are working closely with VRE towards an agreement to enable JBGS to fund a package of design enhancements to the station. The purpose of these "betterments" is twofold: to help integrate the station into the surrounding development, and to ensure the design allows for future expansion to accommodate demand from with the airport connector bridge and planned increases in passenger rail service post-Long Bridge, should it be necessary.

Taken together the VRE station and CC2DCA will help redefine the region's geography and economy by making National Landing a hub of multi-modal transportation. Given their importance, JBG SMITH strongly supports both projects, and encourages the NVTA to approve the requested funding for both projects.

Sincerely,

DocuSigned by:

AF736FB582854DE...

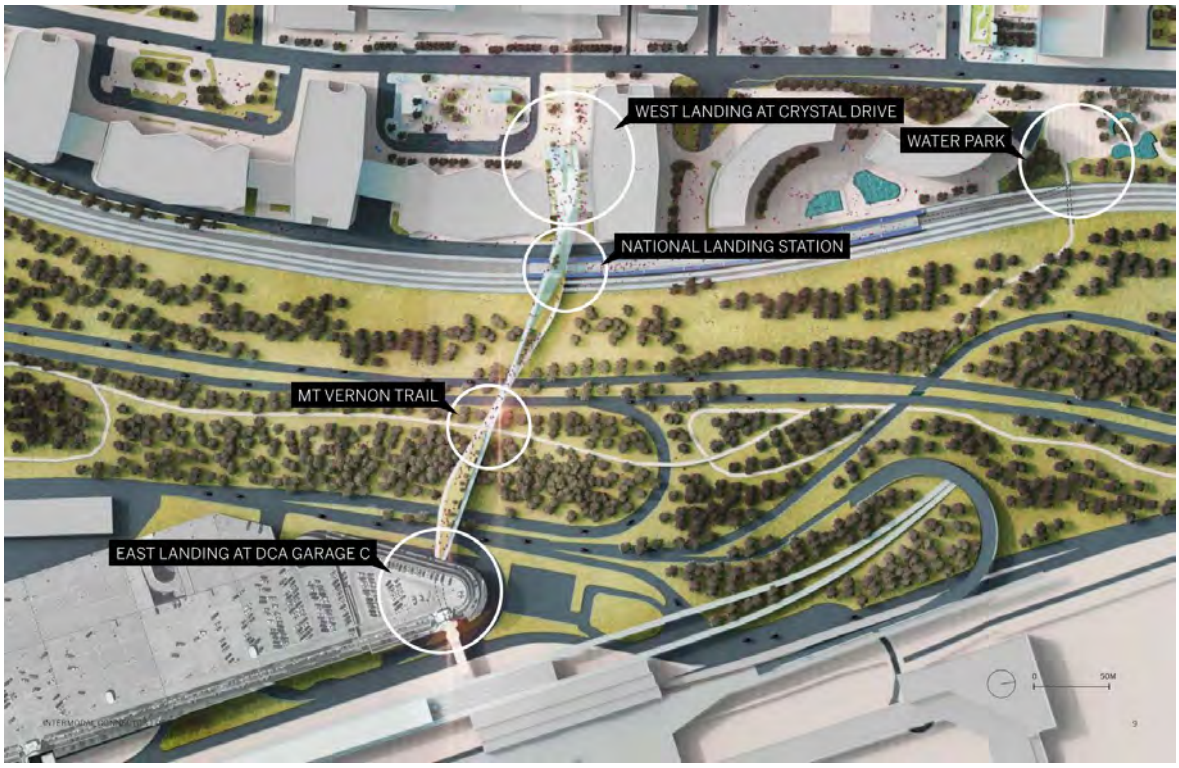
Andrew Vanhorn
Executive Vice President
JBG SMITH Properties

CC Mark Schwartz, County Manager for Arlington County

DocuSign Envelope ID: 8ED6CEC5-35F1-45E2-BD1F-98FFACE9EE4B

JBG SMITH

Exhibit A



ATTACHMENT 19

5/20/2020 9:05 AM

Sally Ekfelt

CBC Correspondent

Citizens for a Better City
P. O. Box 632
Falls Church, VA 22040
May 11, 2020

Northern Virginia Transportation Authority
3040 Williams Drive Suite 200
Fairfax, VA 22031

Dear Chair Randall and NVTA Members,

I am writing in behalf of the Executive Committee of the Citizens for a Better City (CBC), a civic organization that has supported good governance in Falls Church for the past 60 years. We wish to express our support for and urge your approval of two projects the City has applied for pursuant to NVTA's FY2020-2025 Six Year Program: West Falls Church Connection to W&OD Trail (CFC-006) and Downtown Falls Church Multimodal improvements (CFC-005).

We believe CFC-006 will address long-standing difficulties experienced by pedestrians and bicyclists in getting from the W&OD trail to the George Mason High School campus and nearby businesses. The project will significantly improve the existing bicycle and pedestrian infrastructure by adding a multi-use path and planting strip along Shreve Road, along with better lighting, crosswalks, and benches. We expect these improvements to make it easier for people using the Trail to access the area surrounding the intersection of Broad Street (Route 7) and Haycock Road, including the West Falls Church Metro Station. It is important to emphasize that this improved access is via non-automobile modes, which will help address congestion along these roads and improve public safety and access to nearby businesses in Falls Church and Fairfax County.

Similarly, CFC-005 provides for pedestrian and bicycling infrastructure improvements, including mid-block crossings, sidewalk enhancements, and curb extensions, in our City's downtown. These additions will make it easier for City residents to carry out daily activities without the use of a car, helping to reduce the number of vehicles on already crowded streets. Pedestrian safety will also be enhanced by the mid-block crossings, facilitating City efforts to transition to a more walkable community.

Thank you for your consideration and we hope you will act favorably on the grant applications.

Respectfully,

Harold (Hal) Lippman
President, CBC

ATTACHMENT 20

5/19/2020 11:05 AM

Laura Kirkconnell
President
Bluemont Civic Association

Bluemont Civic Association

Representing Neighborhoods in and around Arlington Traditional School, Lacey Woods Park, Bon Air, Fields Park, Balls Crossing, West Ballston, and all along the former Bluemont Division of the Washington and Old Dominion Railroad

P.O. Box 5134 Arlington, Virginia 22205
www.bluemontcivic.org

TO:
The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

SUBJECT: Bluemont Civic Association Support for Ballston Metrorail West Entrance Application ARL-019

Dear Chair Randall and Members of The Authority:

On behalf of the Bluemont Civic Association, I write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston and our neighborhood of Bluemont.

Bluemont is the largest neighborhood in Arlington in terms of area. Our boundaries extend from Glebe Road in the east to Bluemont and Bon Air Parks in the west, and roughly from Washington Blvd in the south to N. Carlin Springs Road in the north.

The Bluemont Civic Association has sought a western entrance to the Ballston metro for decades. We have formally called for a western entrance to the metro since our 1999 Neighborhood Conservation Plan. Our most recent update to our Neighborhood Conservation Plan recommends that, "The County should give priority treatment to the completion of a western entrance to the Ballston-MU Metro station and any future development west of N. Glebe Road between N. Carlin Springs Road and Washington Blvd. should be contingent upon acceleration of the timetable for such entrance." When we presented this 2013 recommendation, Arlington County Board Member Chris Zimmerman made extended remarks from the dais supporting our civic association's recommendation of a second Ballston Metro entrance. His comments start around the 2 hour 24-minute mark of the video at this link below, and the discussion concludes around the 2 hour, 30 minute mark (County Board Recessed Meeting - Dec 17th, 2013).
https://arlington.granicus.com/MediaPlayer.php?view_id=2&clip_id=2694&meta_id=116207

Since our association made that recommendation in 2013, a large amount of new residential construction has been built in Bluemont and western Ballston, including several hundred new apartments, bringing more people to the Ballston metro.

Our support of the western entrance remains active. For example, we invited the Project Manager for the second entrance, Kenex Sevilla, to meet with our General Membership on January 29, 2020 where he gave a very well-received presentation of its status and current plans.

The new entrance will be nearly a quarter-mile to the west of the existing entrance to the Ballston station. This new entrance will thus effectively provide an entire new Metro station at only a fraction the cost of an actual station. It will reduce highway trips and traffic on local roads, enable more efficient passenger spacing inside trains and on the platform, relieve congestion at the current entrance, and resolve a safety concern our members have expressed by providing an additional exit from the platform in the case of emergency.

The new entrance will also allow regional I-66 buses to reach Metro more efficiently, avoiding the current circuitous access through local streets. This will speed up buses and increase the number of bus stops (and thus buses) that Ballston's currently over-capacity bus depot can support.

The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. This will increase Metrorail ridership, walking, and bicycling.

The Ballston metro station was not built to handle its role as a major hub of the metrorail system. Its single entrance is over-capacity. Access to the station is congested, and too far from trip sources like the many new residences built in West Ballston and Bluemont over the past decade. Adding a second entrance will greatly improve the capacity of the Metrorail system, increase ridership, improve safety, and reduce multimodal congestion caused by the inadequate capacity at this location.

Thank you for your time and consideration of this project for funding.

Sincerely,

Laura Kirkconnell

Laura Kirkconnell
President
Bluemont Civic Association

cc: Richard Roisman - rroisman@arlingtonva.us
Pierre Holloman - pholloman@arlingtonva.us
Kenex Sevilla – ksevilla@arlingtonva.us

ATTACHMENT 21

5/18/2020 2:36 PM

Casey Dimock

100 Buxton Rd
Falls Church, VA 22046

May 18, 2020

Northern Virginia Transportation Authority

Dear NVTA,

My name is Casey Dimock and I go to May Ellen Henderson Middle School in Falls Church and I'm in 7th grade. I'm writing to you because I think Falls Church would benefit a lot from the grants that you would give us, CFC-005 and CFC-006.

The changes that the grants would make would impact my life. Sometimes I ride my bike to school, and I go down Park Avenue every day when I ride my bike to school. It would be a lot safer to have better sidewalks without poles in them. Also, when people walk from school to the community center, they always walk on Park Avenue and it would make them safer to have better sidewalks. The grant to fix the sidewalks at Shreve Road are important so that people can safely get from the bike path to George Mason High School and Mary Ellen Henderson Middle School. Shreve Road and Route 7 are very busy roads and it would be good to have better walkability and bikeability there.

I urge you to fund CFC-005 and CFC-006 to make Falls Church safer for pedestrians and cyclists.

Sincerely,
Casey Dimock

ATTACHMENT 22

5/18/2020 9:27 AM

Jeff Kuck

Falls Church, VA

ATTACHMENT 23

5/15/2020 8:33 AM

Connie Ericson

Public Testimony Provided

AUDUBON SOCIETY
NORTHERN VIRGINIA
11100 Wildlife Center Drive, Suite 100
Reston, VA 20190
(703) 438-6008 • info@audubonva.org
audubonva.org

May 14, 2020 Public Hearing
Statement to the Northern Virginia Transportation Authority on its FY2020-2025 Six-Year Program

Ladies and Gentlemen:

My name is Connie Ericson. I speak tonight regarding application # NOV-002, the proposed Arlington W&OD Trail Enhancements. I live in South Arlington County, 22204 zip code. I am on the Board of Audubon Society of Northern Virginia and I speak to you this evening on behalf of Audubon's more than 4,500 members throughout Northern Virginia. Our mission is to conserve and restore natural ecosystems, focusing on birds, other wildlife, and their habitats for the benefit of humanity and the earth's biological diversity. Many Audubon members are avid cyclists and recognize the environmental benefits of bike commuting; however, they also recognize the importance of preserving natural areas in Arlington's rare, remaining unburied stream valleys and associated wetlands and floodplains. We believe the proposed project essentially turns the trail into a street, not a park trail and impinges on those valuable natural resources. The project would cost us trees, shrubs and meadows, and increase flooding and stream erosion, all of which damage the park ecosystem and the resident and migratory wildlife it supports.

We believe that NOVA Parks has not justified this costly project. The alleged benefits of the proposal need to be weighed against the environmental harm, and that weighing process should include a realistic and objective analysis of possible alternatives. NOVA Parks needs to look not just at traffic counts but where those counts were taken and whether there are alternatives to doubling the trail size that would provide increased flexibility (where and when necessary) with less environmental harm. For example, we noted that the traffic counts in the Toole assessment were taken at locations where cyclists are likely to slow down, not because of pedestrian traffic but because of atypical trail conditions, that is, near a sharp turn in the trail and a wood-planked bridge. Perhaps trail enhancements would be appropriate at selected locations where the trail presents features that make congestion more likely, but only an objective evaluation of alternatives can result in such a determination. We note also that at some locations where the W&OD parallels the Four Mile Run Trail, congestion, if it exists, might be mitigated by dividing pedestrian and bike traffic between the two during specific peak times.

Without an alternatives analysis NOVA Parks has not made a convincing case that it needs to take valuable park space and destroy natural resources to create a bicycle superhighway. Audubon encourages the authority to defer a decision on this costly and potentially harmful project until an objective environmental and alternatives assessment has been completed, with appropriate public review.

ATTACHMENT 24

5/14/2020 9:15 PM

Melissa McMahon
Chair, Alexandria Transportation Commission

Public Testimony Provided

NVTA FY24-25 Application
Duke Street Transitway – May 14 Public Hearing Speaking Points

Good evening .My name is Melissa McMahon, and I am the Chair of the Alexandria Transportation Commission.

I would like to thank the Northern Virginia Transportation Authority (NVTA) for providing the City the opportunity to speak about our application for the FY 2024-25 Six Year Program Update.

The City of Alexandria has submitted one project, and is requesting $75 million toward the construction of the Duke Street Transitway.

The Duke Street Transitway is one of three planned transitways included in the City's Master Plan. The City has been taking steps to implement all three of these transitways, which are vital to improving regional mobility, reducing congestion and connecting major employment hubs, transit centers, Metrorail, and activity centers.

The Route 1 Metroway, which connects Old Town to Crystal City, has been in operation since 2014, and ridership has continued to grow since its inception. The City will begin design on the West End Transitway, later this year and anticipates it operating by 2028. Once completed, it will provide frequent and reliable service between the City's west end and the Pentagon.

In 2018, the City received $12 million for the planning and design of the Duke Street Transitway project as part of the NVTA FY2018-FY2023 program. We appreciate NVTA's commitment toward this project as it will improve connectivity, speed and reliability on one of the City's highest used transit corridors. Today, this corridor has an average weekday ridership of over 5,000 riders, which could grow significantly with improved service.

The City has started the planning process for the Duke Street Transitway this year. The City would use NVTA funds for purchasing buses, building stations and queue jump lanes, signal and intersection improvements, and pedestrian and bicycle improvements to improve safe access to the stations.

The Duke Street Transitway is an important project that will advance NVTA's two overarching goals of reducing congestion and moving the greatest number of people in the most cost-effective manner, while addressing equity, access, safety, and other regional goals. By improving transit service, frequency and reliability between the King Street Metrorail Station and the planned redevelopment of Landmark Mall, this project will benefit areas of existing high density and lower income, minority and senior populations, while enabling more sustainable development at Landmark Mall. In addition, the project will allow for concurrent safety benefits in a high-crash corridor.

All three of these transitways work together to form spines of connectivity for both the City and region, connecting people to jobs, housing, services and entertainment. Funding for the Duke Street Transitway will allow the City to complete this transitway network and receiving this full funding request for FY24-25 will enable a streamlined design and construction effort for faster implementation and maximum cost-effectiveness.

Again, I would like to thank the Authority for the opportunity to speak on behalf of the City, and this important project. Thank you.

ATTACHMENT 25

5/14/2020 8:50 PM

Susan Land

Arlington, VA

Public Testimony Provided

Widening the W&OD Bike Path
NOVA Transportation Authority Meeting – Public Comment
May 14, 2020
Public Comment 7:00pm

Susan Land
ATAG – Arlington Tree Action Group
3026 N. Toronto St.
Arlington, VA 22213
SusanJLand@yahoo.com
703-587-9483

My name is Susan Land my comments are in reference to project number NOV 002, **"Arlington W&OD Trail Enhancements"**.

I am here as a representative of the Arlington Tree Action Group. The goal of our organization is to protect and maintain mature trees in Arlington to:

prevent flooding,
improve our environment and air,
protect against creating urban heat islands,
and because 40 - 50 year old trees are simply not replaceable.

We have great concerns about the number of publicly owned mature trees that could be damaged or removed for this trail widening project.

Of particular concern are the following areas:

- Mile 5 – Brandymore Castle Hill - Hundreds of large mature trees cover the Brandymore Castle Hill, several of which also line the bike path.
- Mile 3.75 – Bon Air Park – The majority of this park exists in both a flood plain and a Resource Protection Area. Large trees surround the banks of Four Mile Run creek.
- Mile 3.5 – Bluemont Park – This park also resides in a flood plain and has a designated Resource Protection Area that crosses the existing bike trail. The risk of flooding here due to tree loss and increased paved surfaces is enormous.
- Mile 3.0 – Carlin Springs Rd – This area is identified as a FEMA Special Flood Hazard Area.

Even if trees are not directly in the 22 foot right of way for this expanded bike trail, adjacent trees will certainly be damaged or destroyed by construction cutting into their root systems, construction equipment movement and staging, and the requisite clearing and mowing that may reach up to 3 feet beyond the new paved area.

Before this project is approved we are asking NOVA Transportation Authority to insist that NOVA Parks do the following:

1. Conduct a full environmental assessment including a tree survey. The tree survey should list the number of mature trees to be removed for this project and the impact that will have on storm water management.
2. Identify what percentage of the construction and land disturbance will be in a designated Resource Protection Area or a FEMA Identified Flood Zone and make this number known to the public.
3. Meet with all relevant Arlington county commissions including:
   a. The Urban Forestry Commission
   b. The Environment and Energy Conservation Commission (E2C2)
   c. And The Natural Resources Joint Advisory Group

   To get their feedback before design work begins.

Both Bluemont and Bon Air parks were acquired by Arlington County specifically because they are in flood zones and must be preserved to absorb and contain flood waters.

The removal of mature trees and the increase in impervious surfaces in these parks increase the risk of damaging floods in the future.

We ask that NOVA Transportation Authority to not fund this project until the environmental impacts of this project are carefully considered. Hundreds of mature publicly owned trees could be removed as a result.

ATTACHMENT 26

5/14/2020 3:52 PM

Kerri Oddenino, AICP

Senior Planner

Department of Community Planning and Economic Development Services

CITY OF FALLS CHURCH

May 14, 2020

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Ms. Backmon,

The City of Falls Church respectfully submits this letter of support for the (1) West Falls Church Access to Transit and Multimodal Connectivity Project, and the (2) Downtown Falls Church Multimodal Improvements Project applications for funding through the NVTA FY2020-2025 Six Year Program. As outlined in the application documents, these projects will reduce congestion by increasing travel options. Providing improved pedestrian and bicycle infrastructure is particularly relevant in an environment, resulting from COVID-19 health crisis, where people are walking and biking more.

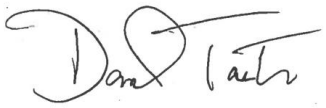
The West Falls Church Access to Transit and Multimodal Connectivity Project will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

The Downtown Multimodal Improvements Project will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Additionally, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

The West Falls Church Access to Transit and Multimodal Connectivity, and Downtown Falls Church Multimodal Improvements Transportation Project applications are a priority for the City. The City respectfully requests that both applications be considered for full funding.

Thank you to NVTA for continued regional partnership for multi-modal solutions. Also, we are appreciative of your staff's informative presentations during the May 11th Council meeting.

Sincerely,



P. David Tarter
Mayor, City of Falls Church

cc: City of Falls Church Council Members
F. Wyatt Shields, City Manager
Cindy Mester, Deputy City Manager
James B. Snyder, Director of Community Planning and Economic Development Services
Michael J. Whitfield, Director of Public Works
Paul Stoddard, Director of Planning

ATTACHMENT 27

5/13/2020 9:44 AM

Lisa Varouxis, President

Falls Church Village Preservation and Improvement Society

The Falls Church Village Preservation and Improvement Society

May 13, 2020

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

SUBJECT: Support for Grant Applications from the City of Falls Church

Dear NVTA Members, Grant Committee and Staff;

The Village Preservation and Improvement Society was first founded in 1885 and has long stood for the preservation and improvement of the quality of life of residents, businesses and visitors in the Falls Church area. Part of that good quality of life is to ensure that we have a safe and walkable community with easy access to various modes of transportation.

Our organization fully supports the grant applications advanced by the City of Falls Church.

1. **Application CFC-005 Falls Church Downtown Multimodal Improvements**
   This project will significantly improve traffic flow, pedestrian safety and walkability for the area that has seen a significant increase in vehicles and pedestrians in recent years. It will remove obstructions and make crossings safer for all while walking from the neighborhoods to Metro bus stops along Routes 7 and 29. We fully support this project.

2. **Application CFC-006 West Falls Church W&OD Trail Connection**
   Currently there is no safe designated access from the W&OD Trail to the West Falls Church Metro Station. This project will provide a pathway and directional signs to guide travelers to the rail station. We wholeheartedly support this pathway project. It is long overdue.

Sincerely,

Lisa Varouxis, President
On behalf of the VPIS Board of Directors

Cc: David Snyder
Falls Church Planning Department

Falls Church Village Preservation and Improvement Society, PO Box 6824 Falls Church, VA 22040
WWW.VPIS.org VPIS.President@Gmail.com

ATTACHMENT 28

5/12/2020 6:38 PM

Rachel J.C. Bellamy

TIME Systems | Executive Vice President

TIME SYSTEMS LLC

17932 Fraley Blvd.
Suite 100
Dumfries, VA 22026

Office - 202-488-TIME (8463)
Fax - 202-517-9174

Website - www.timesystemsllc.com
Email - info@timesyst.com

12 May 2020

TO WHOM IT MAY CONCERN,

As citizens, commercial and residential property owners in Dumfries and the surrounding town of Triangle, it is with great respect and honor that we offer our input into the discussion around the Route 1 widening project.

We 100% support and are in favor of the widening of Route 1 Project. The points we would like to submit for review and consideration, are as follows:

1. As citizens and residential property owners in the surrounding town of Triangle, we daily have to drive through the town of Dumfries and utilize Route 1 as our main artery to enter and exit the area. If there is an incident on I95, then without fail there is an even larger incident of traffic backup and overflow on Route 1. It is not uncommon for it to take an hour to get through Dumfries to Quantico or to Woodbridge if there is a traffic incident on I95. In addition, on the weekends, Route 1 is congested due to local traffic utilizing the only way to get in and around Dumfries to the surrounding area.

2. As owners of a DoD defense contracting business, TIME Systems LLC, we have chosen Dumfries, VA, as our Headquarters for the opportunity to help create careers and capabilities for the town of Dumfries. Having and keeping local businesses in the town of Dumfries is critical for the local economy and the community. Widening Route 1 will have a positive impact on the businesses already in the area, as well as bringing new businesses to the revitalized community because of the Route 1 widening.

3. As commercial property owners in the town of Dumfries, VA we support the widening of Route 1, as improving the traffic flow should improve the marketability of commercial business lease property. However, we are gravely concerned with the idea of widening to 6 lanes and would recommend plans that only have four lanes. A six-lane plan along Route 1 will overtake the existing local businesses along Route 1. We own the property at 17932 Fraley Blvd and if the Route is widened to 6 lanes, and not four lanes, our parking lot will be greatly impacted. Currently, more than 8 small businesses operate out of the building and employee over 75 employees and provide services and support to the local community. If the road is widened to six lanes that would negatively impact the current businesses who need parking spaces for their employees. A four-lane plan has minimal impact and would not destroy all of the businesses that operate along Route 1.

4. And finally, as an active citizen in the historic town of Dumfries, we support the widening of Route 1 project to help restore and revitalize the historic town of Dumfries, VA. Improving the roads is just 1 important step in investing in Dumfries, VA to make it a Destination and not just a "pass through" town. Attracting businesses and new homeowners will

17932 Fraley Blvd.
Suite 100
Dumfries, VA 22026

Office - 202-488-TIME (8463)
Fax - 202-517-9174

Website - www.timesystemsllc.com
Email - info@timesyst.com

greatly improve with the widening of Route 1.

If you have any questions or need further information, we are happy to provide.Thank you for the opportunity to express our support of the Route 1 Widening project and the funding needed to make it a successful project.

We welcome the opportunity to provide additional remarks or statements for record and consideration over the phone or via video conferencing should the opportunity arise. Please contact at 202-460-4761 or email at ljb@timesyst.com.

Respectfully,

Lonnie J Bellamy, Jr.
CEO/President, TIME Systems LLC
Owner, BCL Associates and Property Management
202-460-4761

ATTACHMENT 29

5/12/2020 1:24 PM

Andrea Caumont

Chair, CACT

May 12, 2020

To: Northern Virginia Transportation Authority Board Members
From: Members of the City of Falls Church Citizens Advisory Committee on Transportation

Dear Chair Randall and members of the NVTA,

As members of the Falls Church City Citizens Advisory Committee on Transportation, we are writing to voice our support for two grant applications submitted by the City of Falls Church.

The **West Falls Church Connection to W&OD Trail Project** would install a new 10 foot multi-use path and 6 foot planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail.

We strongly support this grant application. Safer and more attractive conditions for pedestrians and cyclists are urgently needed along this route connecting the W&OD trail to the West Falls Church area and Metro station. This is especially crucial now as a large economic development project will soon be underway. Once completed this project will draw residents and visitors from nearby neighborhoods and the W&OD trail. Currently, a narrow sidewalk with no buffer to vehicle traffic is all that is provided for *both* pedestrians and cyclists. Creating a safe, attractive and convenient route for cyclists and walkers will foster multi-modal transportation – a key priority for Falls Church City and the region – as well as support the upcoming economic development in West Falls Church.

The **Downtown Falls Church Multimodal Improvements Project** would improve or create six crossings/intersections on Park Avenue between North Washington Street and Virginia Avenue. The project would install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility for pedestrians.

We strongly support this grant application. Running parallel to busy Route 7, Park Avenue is a key route for pedestrians, cyclists and transit riders. Providing more sidewalk space and more frequent and safer crossings will enhance accessibility and safety for all. Park Avenue is also home to multiple civic, recreational, and cultural resources as well as four Capital Bikeshare stations. Creating a pedestrian and cyclist-friendly environment in this area of downtown Falls Church will pay great dividends in the form of reduced congestion, increased economic activity and improved quality of life.

Thank you for considering our comments. We hope you will choose to grant the City of Falls Church this funding so our community can continue to work towards a multimodal future.

Sincerely,

Members of the Falls Church City Citizens Advisory Committee on Transportation

Andrea Caumont (chair)
Dave Gustafson (vice chair)
Paul Baldino
Bill Ackerman
Doug Devereaux
Shaun Dakin

ATTACHMENT 30

5/11/2020 11:40 AM

Douglas Stewart

Transportation Co-Chair, Virginia Sierra Club

Coalition for Smarter Growth * Sierra Club VA Chapter * Bike Loudoun
Active Prince William * Prince William Conservation Alliance
Sierra Club Mount Vernon Group * Alexandria Bicycle and Pedestrian Advisory Committee * Liveable Alexandria: Housing and Transit Advocates
Grassroots Alexandria * Fairfax Alliance for Better Bicycling * Arlington Coalition for Sensible Transportation * Arlington Neighborhoods Forward
The Piedmont Environmental Council * Southern Environmental Law Center
Audubon Naturalist Society * Chesapeake Bay Foundation

May 11, 2020

Hon. Phyllis Randall
Chair, Northern Virginia Transportation Authority
3040 Williams Drive
Fairfax, VA 22031

Dear Chair Randall:

The undersigned groups are submitting these comments in regard to the Six-Year Plan update for 2020-25. We appreciate that the 2018-23 Six-Year Plan, in comparison to previous funding cycles, includes a broader range of projects that improve pedestrian, bicycle and transit networks and complement more compact, efficient, transit-oriented land use. Central to creating a better and less polluting transportation system is creating mixed-use, walkable and bikeable, transit-oriented communities that provide more affordable travel choices, reduce the burden on our roadways, and use our available assets more efficiently.

Our groups support transportation investments that expand travel choices. New road projects are sometimes needed to connect street grids, improve safety, and create "complete streets." However, adding more major regional road and highway capacity for single-occupancy vehicles has repeatedly been shown to fail as a solution to traffic congestion. Indeed, adding such capacity often increases overall vehicles miles traveled, as people decide to live farther away from work to take advantage of the initial time savings the new capacity may offer, or decide to switch to driving from other modes or to drive more often.

Since the Six-Year Plan was adopted two years ago, we've seen economic development in northern Virginia gravitate even more toward transit and more compact, mixed-use communities. Expansions of transit such as the Silver Line in Fairfax and Loudoun, increased VRE capacity in Prince William, and future Route 1 Bus Rapid Transit in Fairfax and potentially Prince William provide new opportunities for both economic growth and a more efficient transportation network. Areas such as the Rosslyn-Ballston corridor have demonstrated that sustained economic growth can occur while minimizing congestion.

It is also likely that the current recession will reduce revenues from NVTA funding sources such as sales taxes and the transient occupancy tax. With limited funds, the need to plan our transportation system more wisely is paramount.

With this in mind, we recommend that NVTA fund the following projects in the 2020-25 update:

1. **Transit access improvements:** By making it easier to get to Metro and VRE stations on foot, by bike and by automobile, these projects will leverage private investments in mixed-use development and expand transit use:

- North Woodbridge mobility improvements, Prince William
- VRE Woodbridge Station improvements, Prince William
- Rosslyn multimodal network improvements, Arlington
- Ballston MU Metrorail station west entrance, Arlington
- West Falls Church access to transit and multimodal connectivity, City of Falls Church
- Crystal City to Reagan Airport intermodal connector, Arlington
- VRE Crystal City Station improvements, Arlington
- Old Lee Highway multimodal improvements, City of Fairfax
- Vienna Regional Bikesharing, Town of Vienna

2. **New Bus Rapid Transit:** The two projects below complement local land use plans that call for compact development within walking distance of new transit stations. By adding cost-effective bus service on dedicated lanes, they provide fixed-guideway transit that will spur walkable, mixed-use redevelopment. They will focus growth in walkable, bikeable, transit-oriented communities, making the region more economically competitive and allowing existing roads to be much more efficient.

- Duke Street Transitway, City of Alexandria
- Route 1 Bus Rapid Transit, Fairfax County

3. **Strategic road projects:** These targeted projects will augment street grids and address hot spots, but without creating the induced demand and spurring the sprawling development patterns that only create more traffic problems:

- Frontier Drive extension and intersection improvements, Fairfax County
- 7 Corners Ring Road improvements, Fairfax County
- Route 123 and Eaton Place intersection improvements, City of Fairfax
- Government Center Parkway extension, City of Fairfax

In addition to highlighting the above proposals we support, we wish to raise serious concerns regarding the proposal to extend Godwin Drive along Flat Branch that is one of the alternatives being considered as part of the Route 28 corridor improvements for which Prince William County has applied for additional funding. The region should not prioritize capacity expansion that will incentivize additional single occupancy vehicle commuter traffic along Godwin Drive or the eastern bypass alternative.

Instead, the Environmental Analysis for the Route 28 corridor improvements should consider a parallel southbound alignment just west of Centreville Rd (Route 28) as part of Alternative 4 (improvements along existing Route 28) to support near-term capacity improvements while also providing options for stakeholders to transform and revitalize Centreville Rd, through the Yorkshire Small Area Plan, as a true multimodal corridor.

Looking beyond the Six-Year Plan, we encourage the members of NVTA to find ways to incentivize submission of more projects in the next cycle that enhance non-motorized safety and mobility. Specifically, we request that NVTA set benchmarks for 20% or more of localities' requested funding to be directed toward new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles.

The closure of parking lots at parks during the COVID-19 pandemic elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, and other bike/pedestrian capacity. This includes redesigning both secondary and primary arterials to be "complete streets" with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).

In addition, as NVTA begins the process of updating the 25-year Transaction plan, we urge NVTA to incorporate modeling and project screening that include robust metrics for:

- Reduced vehicle miles traveled;
- Reduced greenhouse gas emissions;
- Transportation that supports efficient, compact land uses: While transportation-land use coordination is measured in NVTA's current scoring rubric, we recommend developing more robust tools that prioritize improved access for trips of 1 to 3 miles, which comprise a large share of everyday trips.

Thank you for considering our comments.

Sincerely yours,

Stewart Schwartz, Executive Director
Coalition for Smarter Growth

Karen Campblin and Douglas Stewart
Virginia Sierra Club

Lisa Campbell
Bike Loudoun

Kim Hosen, Executive Director
Prince William Conservation Alliance

Rick Holt, Chair
Active Prince William

Steve Banashek, Transportation Chair
Sierra Club Mount Vernon Group

Jim Durham, Chair
Alexandria Bicycle and Pedestrian Advisory Committee

Ken Notis, Chair
Liveable Alexandria: Housing and Transit Advocates

Jonathan Krall, Steering Committee
Grassroots Alexandria

Sonya Breehey, Chair
Fairfax Alliance for Better Bicycling

Chitra Kumar, Founder
Arlington Neighborhoods Forward

Christopher Day, President
Arlington Coalition for Sensible Transportation

Dan Holmes, Director of State Policy
The Piedmont Environmental Council

Trip Pollard, Senior Attorney
Southern Environmental Law Center

Renee Grebe, Northern Virginia Conservation Associate
Audubon Naturalist Society

Lee Epstein, Lands Program Director and Special Counsel
Chesapeake Bay Foundation

Cc:
Monica Backmon, Executive Director, NVTA
Keith Jasper
Hon. Jeffrey C. McKay
Hon. Ann Wheeler
Hon. Harry J. Parrish II
Hon. Katie Cristol
Hon. Justin Wilson
Hon. Jeanette Rishell
Hon. Derrick R. Wood
Hon. David L. Meyer
Hon. David Snyder
Jim Kolb
Mary Hynes
Helen Cuervo
Jennifer Mitchell
Peggy Sanner, Executive Director, Chesapeake Bay Foundation Virginia Office

ATTACHMENT 31

5/8/2020 1:18 PM

Valerie Weiner

Planner/EDA Clerk

City of Falls Church, VA

CITY OF
FALLS CHURCH

Date: 5/6/2020
To: Northern Virginia Transportation Authority
From: Robert Young, Economic Development Authority Chair
Erik Pelton, Economic Development Authority Vice Chair
Subject: Economic Development Authority Leadership Support for NVTA Grants for City of Falls Church Projects
Date: May 8, 2020

The Falls Church City Economic Development Authority (EDA) Leadership would like to express its strong support for two NVTA grants: the West Falls Church Connection to the W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project. The safe transit connections offered by these grants are important to both the community and the City's economic development. Safer and more inviting passageways are critical for the City's economy, which is why the EDA leadership is in such strong support of these two grant applications. In light of COVID-19 and restrictions on Board and Commission meetings, the entire EDA could not vote on this letter, though leadership is confident they are in agreement.

The EDA leadership supports the West Falls Church Connection to the W&OD Trail Project because it would increase safety for the City's student population and essential workforce, and drive business to the City's growing West Falls Church area via the W&OD Trail. A safer pedestrian and bicycle friendly corridor between the W&OD Trail and the West Falls Church area supports the economy by bringing students and employees safely to their destinations. Students pass through this corridor in order to get to the City's lower and middle schools, making safety in this area a top priority. This grant would also provide easier consumer access to the rapidly developing West End of the City, increasing potential economic growth for the area.

The EDA leadership also supports the Downtown Falls Church Multimodal Improvements Project because it would make shopping and working in the downtown a safer experience for pedestrians, bicyclists, and transit riders. The grant's proposal to enhance the physical infrastructure of the area would make it more inviting and accessible for potential consumers and the local workforce.

Safe transit connections are critical to assuring that City residents and employees arrive at destinations safely. Grants from the Northern Virginia Transportation Authority are the mechanism that allow those connections to grow. The Falls Church City EDA Chair and Vice Chair request the NVTA approve these two grant applications to support the safety and economic vitality of the City of Falls Church.

ATTACHMENT 32

5/4/2020 6:14 PM

Laura Gould, PhD

Chair, Health and Wellness Advisory Committee

Laura Gould, PhD
Chair, Health and Wellness Advisory Committee
Falls Church City School Board

May 04, 2020

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear NVTA:

As the chair of the Health and Wellness Committee, I am writing to strongly support the City of Falls Church's grants for funds to improve the West Falls Church Connection to W&OD Trail Project (Application # CFC-006) and the Downtown Falls Church Multimodal Improvements Project (Application # CFC-005). Funding these grants will greatly increase pedestrian and bicyclist safety and encourage more walking and biking in the City.

Installing a new multi-use path and planting strip along Shreve Road between the W&OD Trail and Route 7 with lighting and a crosswalk near the intersection of Gordon Road, will provide a much safer route for students walking and biking to school than is currently available. The Health and Wellness Advisory Committee is actively working to increase the numbers of students who walk and bike to school. One challenge is the concern among parents that there is no safe access from the W& OD Trail to the High School and Middle School. Students currently bike or walk along the congested Route 7, cut through the heavily trafficked parking lot or back alley of the Falls Plaza shopping center which is commonly used as a cut-through to Haycock Rd, especially at rush hour. This is particularly dangerous for students who participate in after school activities or arrive at school in the early hours with less daylight available. The West Falls Church Connection Project would provide a much safer alternative path by allowing pedestrians and bikers to stay on the W&OD Trail and access Route 7 through the new lighted and wide-berthed access route. Providing a safer corridor for student pedestrians and bikers will become increasingly important in future years as congestion and traffic increase through the redevelopment of the area adjacent to the West Falls Church Metro, Mary Ellen Henderson Middle School, and the new George Mason High School.

The multimodal improvement project for downtown Falls Church City will also greatly improve accessibility and safety for students walking and biking by providing safer routes through the West Broad Street Corridor. Parents have expressed concern of the lack of safe routes through the downtown area of the City that is heavily trafficked during commuting hours and has many driveways and business parking lot entrances that make for hazardous student crossing. Creating safer crossings, installing curb extensions, and increasing visibility at six key intersections on Park Avenue, will increase the safety for student pedestrians and bikers through the downtown area of the city.

Increasing the safety of available routes for students to walk and bike to school is a pressing concern to our community in the coming years, particularly as development and density continue to increase along the Route 7 corridor. I strongly encourage you to support both the West Falls Church Connection to the W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project.

Sincerely,

Laura Gould, PhD
Chair, Health and Wellness Advisory Committee

ATTACHMENT 33

3/29/2020 11:35 PM

Kalai Kandasamy

Congress of the United States
Washington, DC 20515

February 11, 2020

Mr. Thomas Muir
Director
Washington Headquarters Services
1155 Defense Pentagon, Room 3E171
Washington, D.C. 20301-1155

Dear Mr. Muir:

We write to request that Washington Headquarters Services (WHS) work with local and state partners to study establishing a slug pick up station at the Pentagon for the I-66 corridor.

As you know, there are significant disruptions on the horizon for I-66 commuting patterns. The Washington Metropolitan Area Transit Authority (WMATA) is planning to shut down the Vienna and Dunn Loring Metro stations on the Orange Line between July 5th and September 7th of 2020. Maintenance work will continue in the fall and winter of that year on the West Falls Church and East Falls Church stations. Also, starting in 2021 the Virginia Department of Transportation (VDOT) is planning to transition I-66 lanes to HOV-3.

These transportation projects will result in significant disruptions of current commuting patterns that will require commuters to seek alternative modes of transportation along the I-66 corridor. One of the alternatives we could make available to commuters is slugging. Slugging allows drivers to use HOV lanes without paying tolls and riders to commute into the city free of charge.

WHS could help that effort by studying the establishment of a slug pick up station at the Pentagon ahead of the planned WMATA station closures and the I-66 HOV changes in order to allow a slugging infrastructure to develop along I-66 to the Pentagon. More than 10,000 people already use slugging to commute into Washington from several points along I-95. Although slugging is not yet as common on I-66, there is likely to be more interest during the WMATA station closures and the opening of HOV-3 lanes on I-66. Establishing additional slugging pick-up and drop-off points could make the slugging more reliable and convenient for commuters.

We would be glad to help WHS reach out to local jurisdictions to help study this new transportation alternative for commuters. Please contact Collin Davenport (collin.davenport@mail.house.gov) with Rep. Gerald E. Connolly with any questions about this request.

Sincerely,

Gerald E. Connolly
Member of Congress

Eleanor Holmes Norton
Member of Congress

Donald S. Beyer Jr.
Member of Congress

Jennifer Wexton
Member of Congress

PRINTED ON RECYCLED PAPER

ATTACHMENT 34

3/13/2020 10:23 PM

Audrey Clement

TOOLE DESIGN

8484 GEORGIA AVENUE
SUITE 800
SILVER SPRING, MD 20910

301.927.1900
TOOLEDESIGN.COM

MEMORANDUM

July 26, 2019

To: Dan Iglhaut, Brian Nolan
Organization: NOVA Parks
From: Christina Fink, P.E., Emily Koehle, P.E.
Project: W&OD Parallel Trail Shared Use Path LOS Update

Re: Counts and Results Summary

Introduction

The NOVA Parks' Washington & Old Dominion (W&OD) Trail serves a wide range of users, including bicyclists, walkers, joggers and skaters that use the trail for both transportation and recreational purposes. During times of peak activity, the trail can become busy with various users competing for space. NOVA Parks is completing applications for funding for the design and construction of a parallel trail (i.e. separate trails for bicycles and pedestrians) to provide improved service and experience for trail users in Arlington, VA. As a part of the funding applications, NOVA Parks asked Toole Design, to perform a Shared Use Path Level of Service (SUP LOS) analysis for the Washington & Old Dominion (W&OD) Trail between N Roosevelt Street and N Carlin Springs Road. This SUP LOS analysis is an update to the analysis performed by Toole Design in 2015 which evaluated the SUP LOS along the W&OD Trail at Columbia Pike, Custis Trail, and Lee Highway. It is a follow-on to the more detailed work completed in 2017 which evaluated an approximately 1-mile section in Falls Church, VA between the planned VDOT bridge over Lee Highway/Washington Street (Rt. 29) and Grove Avenue. The approach and results of the SUP LOS analysis are outlined below.

Approach

Toole Design incorporated two (2) data sources in the SUP LOS analysis to collect pedestrian and bicycle volumes along the W&OD Trail: a permanent counter and manual counts. The permanent counter is located on the W&OD Trail near the Custis Trail connection and is maintained by Arlington County. The manual counts were collected on the W&OD Trail at two (2) locations: north of Roosevelt Street and south of Four Mile Run Crossing at Bluemont Park. These count locations are shown on the Study Area in Figure 1.

These counts, along with FHWA's SUP LOS for bicyclists and HCM's SUP LOS for pedestrians were used to determine the SUP LOS for bicyclists and pedestrians for the existing conditions. The analysis in this memo also includes a Forecasted Shared-Use Path Level of Service analysis is to determine the future capacity of the trial in the future. The planned trail typical cross-sections are a 16-foot widened trail on the western end (from N. Roosevelt Street to west of Patrick Henry Drive) and a parallel trail with a 12-foot bicycle path and a separate 8-foot pedestrian path.

Figure 1: Study Area Map

Data Collection & Count Summary

Permanent Counter

Toole Design coordinated with Arlington County's count program and used historical count data to gather information about trends in usage on the trail including month-to-month variation, weekday versus weekend trial use profiles and yearly growth trends. The counts cover the period from December 2012 through April 2019 and separates bikes and pedestrians by direction in 15-minute intervals. Data was averaged to produce hourly, daily and monthly average usages for weekday and weekend. The raw data was adjusted to remove errors due to malfunctioning count equipment or unusual activity patterns. Data were eliminated if they were part of a stretch of three (3) or more days of zero (0) counts, or if they were far outside normal ranges. Pedestrian count data for October and November of 2018 were excluded from the analysis due abnormal data patterns. Data was averaged to produce hourly, daily and monthly average usages for weekday and weekend. Figures 2-5 below summarize the data from the continuous counter.

Figures 2 and 3, the Average Trail Usage by Month, show that the busiest months on the trail are June through September on weekdays and April through September on weekends. Figures 2 and 3 also indicate

that pedestrian (orange) and bikes (blue) have similar usage in winter months and bikes have much higher usage in summer months. Pedestrians daily use ranges from about 375 users in the winter to about 690 daily users in the summer. Bike daily use ranges from about 420 users in winter to about 1,425 in the summer. This suggests that bike usage is much more sensitive to climate because the usage dropping off significantly in the winter. These figures also show higher weekend usage than weekday usage throughout the year for both modes.

Figure 2: *Weekday* Average Trail Usage by Month

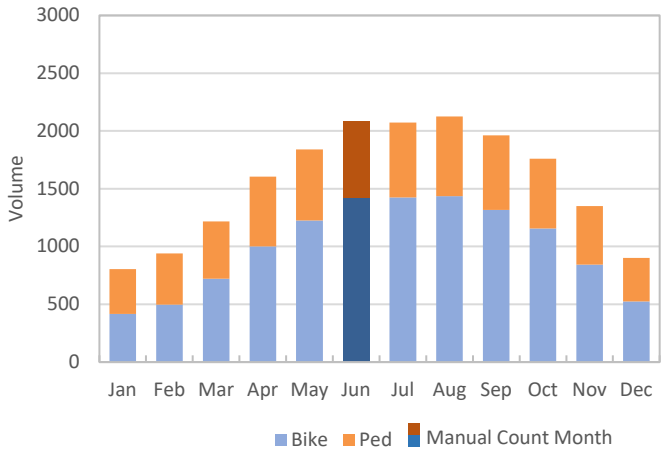
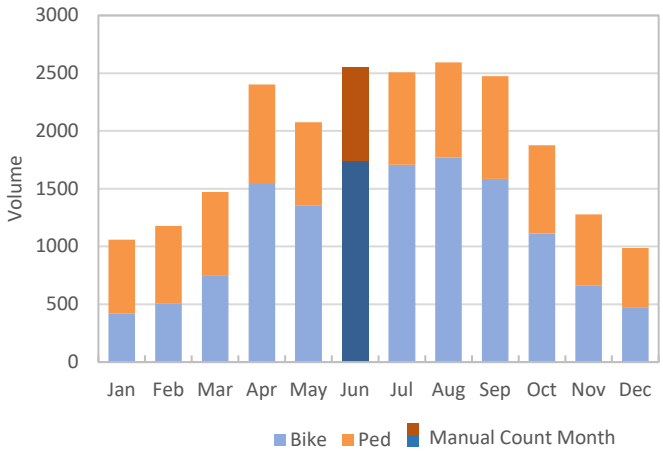


Figure 3: *Weekend* Average Trail Usage by Month



Figures 4 and 5, the Average Hourly Distribution by Mode, shows strong commute patterns with weekday AM and PM peaking for both pedestrians and bikes while the weekend peak occurs mid-day for bikes and in the AM for pedestrians. As shown in Figure 6, any growth in usage over time is not easily distinguished from general year-to-year fluctuations and there is not an easily discernible pattern of growth in usage.

Figure 4: *Weekday* Average Hourly Distribution by Mode

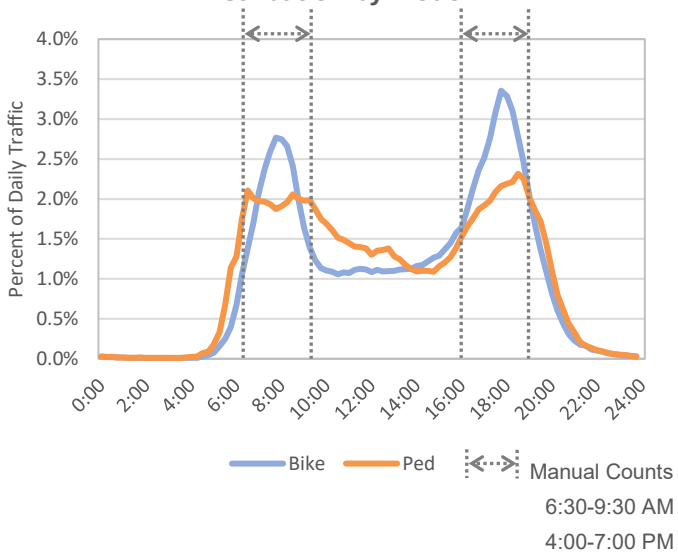


Figure 5: *Weekend* Average Hourly Distribution by Mode

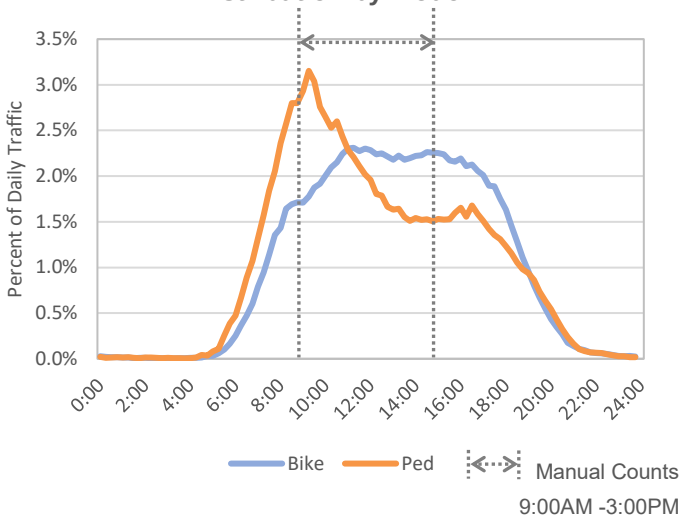
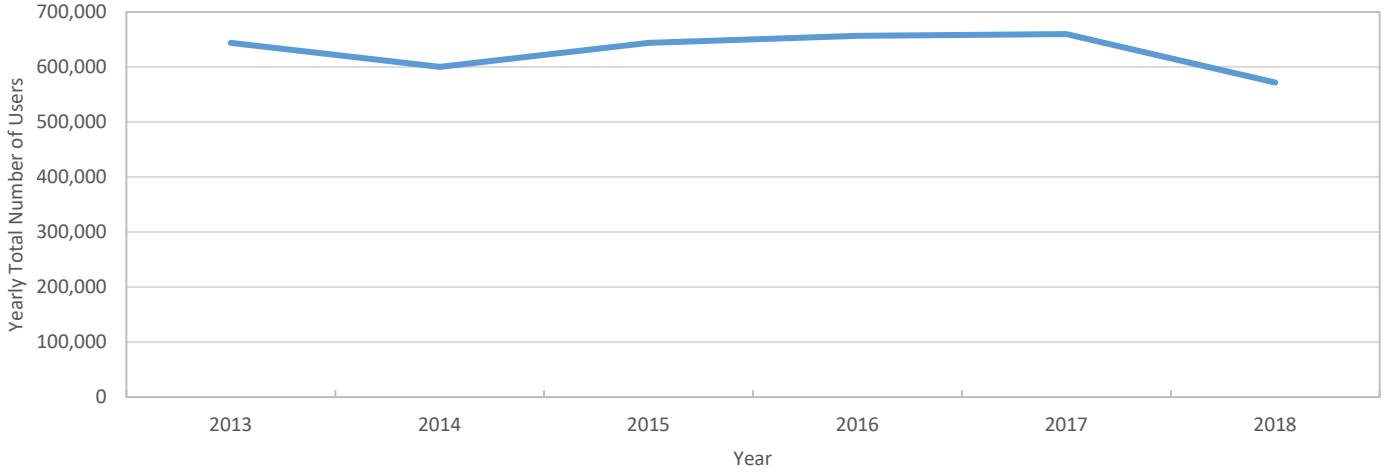


Figure 6: Historical Trail Use



Manual Counts

Toole Design coordinated with Quality Counts to collect manual bi-directional pedestrian and bicycle counts. The counts were conducted for five (5) weekdays from 6:30AM to 9:30AM and 4:00PM to 7:00PM and two (2) weekend days from 9:00AM to 3:00PM. Table 1 lists the dates that these counts were conducted. The weather on these count days was overcast, partly cloudy, or mostly cloudy. The volumes for Saturday were re-counted from the original week due to a malfunction on the initial count days. The daily results from these counts were reviewed and an average of the Weekday (Monday through Friday), and Weekend (Saturday through Sunday) volumes were used to perform the analysis at the two locations. The peak hours at each location are shown in Table 2.

Table 1: Bi-directional Pedestrian and Bicycle Count Dates

Day of Week	Date
Sunday	June 2, 2019
Monday	June 3, 2019
Tuesday	June 4, 2019
Wednesday	June 5, 2019
Thursday	June 6, 2019
Friday	June 7, 2019
Saturday	June 8 & 15, 2019

Table 2: Peak Hours

	North of Roosevelt Street	South of Four Mile Run Crossing at Bluemont Park
AM	7:15 AM - 8:15 AM	6:30AM - 7:30 AM
PM	5:30 PM - 6:30 PM	5:45 PM - 6:45 PM
Weekend	10:45 AM - 11:45 AM	11:30 AM -12:30 PM

Figures 7-12, Volume Comparison, below summarize the data from the bi-directional pedestrian and bicycle counts. These figures show the hourly volumes for the full data collection periods. Therefore, the actual peak hour may not be represented on these figures.

As shown in these figures, north of Roosevelt Street the eastbound direction during the AM (Figure 7) and the westbound direction during the PM (Figure 9) are the peak directions of travel, which aligns with commuter trends. South of the Four Mile Run Crossing at Bluemont Park the directional traffic is more balanced with slightly higher eastbound volumes during each of the count hours except one (Figure 8 and 9). The lowest volumes are at South of Four Mile Run during the morning peak period (Figure 8). During the weekend (Figures 10 and 11), the directional traffic is also more balanced for both locations.

Figure 7: Volume Comparison
AM Peak - North of Roosevelt Street

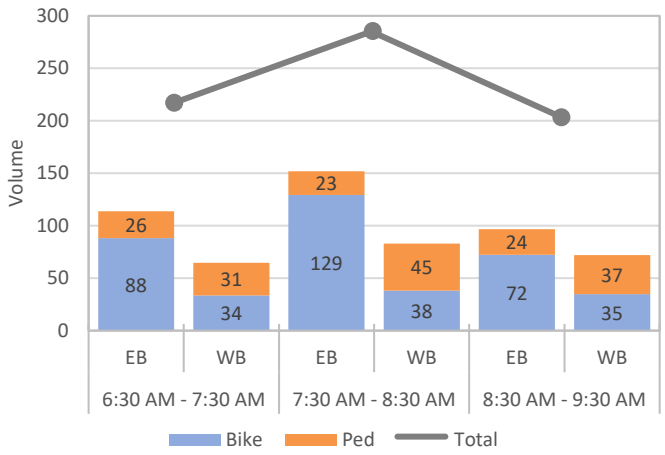


Figure 8: Volume Comparison
AM Peak - South of Four Mile Run

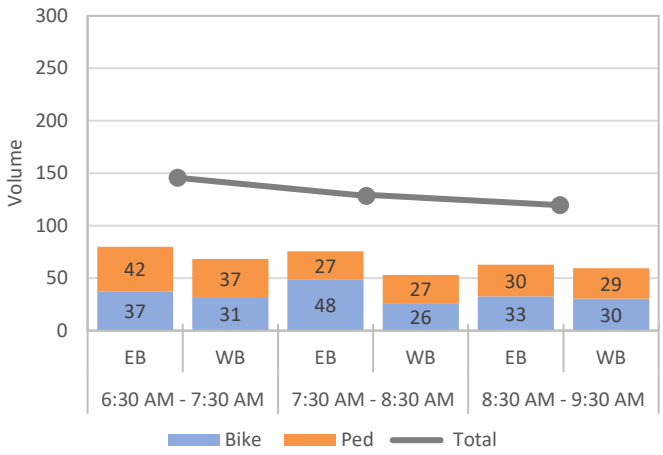


Figure 9: Volume Comparison
PM Peak - North of Roosevelt Street

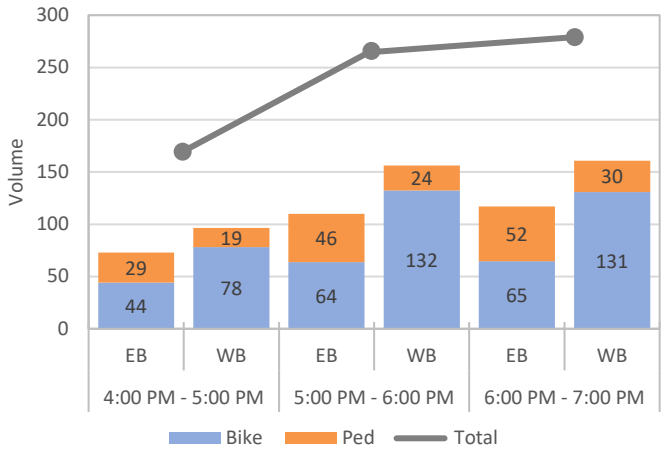


Figure 10: Volume Comparison
PM Peak - South of Four Mile Run

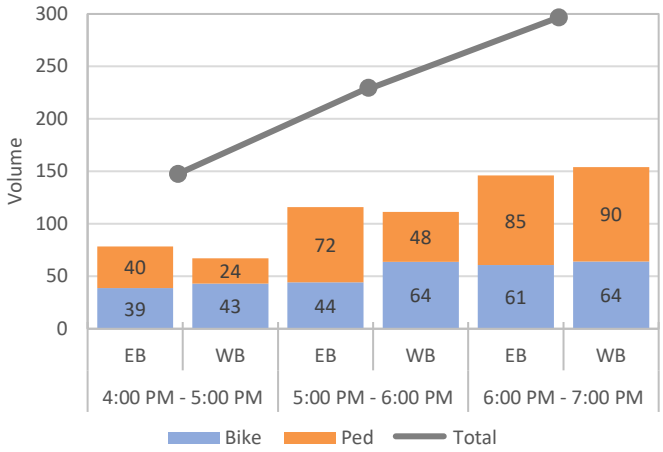


Figure 11: Volume Comparison
Weekend - North of Roosevelt Street

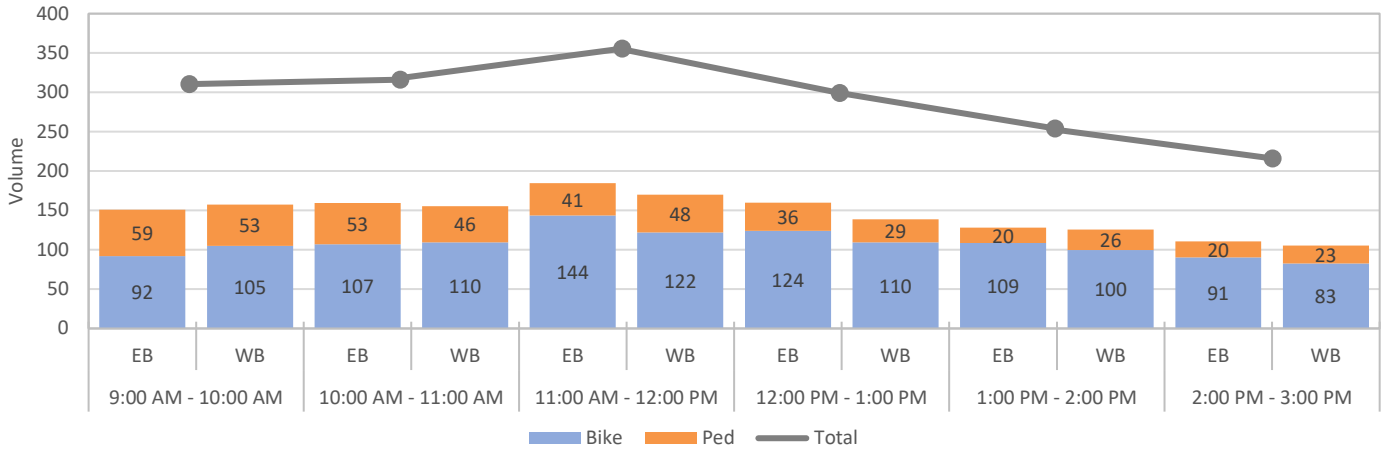
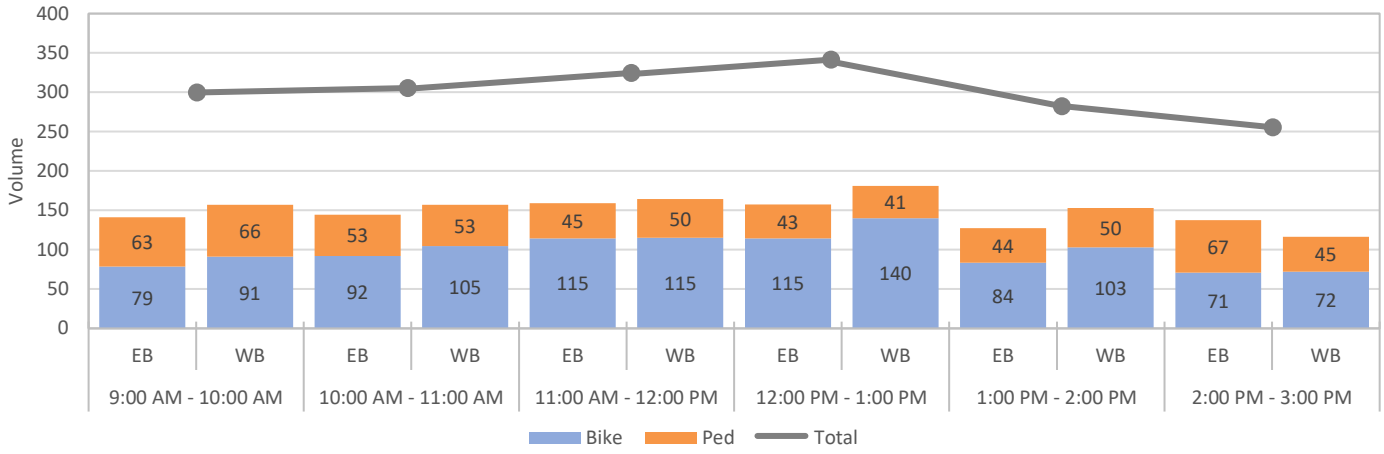


Figure 12: Volume Comparison
Weekend - South of Four Mile Run



Existing Shared-Use Path Level of Service

Toole Design assessed Level of Service for both bicyclists and pedestrians on the existing 10- or 12-foot shared-use path to determine if each mode would benefit from separation of modes on a parallel trail.

Methodology

FHWA's Shared-Use Path Level of Service (SUP LOS) for Bicycles

The SUP LOS provides a measure of quality of service for bicyclists on paved shared-use paths. Quality of service for bicyclists measures the ability of a bicyclist to maintain an optimum speed with freedom to maneuver around other users (i.e. type of meetings and ability to pass). The SUP LOS is a link-based analysis, meaning that it evaluates a segment of a trail only, not intersections, rest areas or trail heads. The score received is affected by several factors concerning the trail's use, including the mode split, trail width, and presence of a centerline. Generally, a trail used by fewer pedestrians will result in a more desirable LOS score. Using these variables, the method outlined by the FHWA estimates the number of conflicts between users along the trail and uses this number to determine the LOS score. SUP LOS scores range from A to F, with A being the most desirable score and F being the least desirable. LOS A represents optimal conditions for bicyclists with space to move around other modes, at LOS D, a is reaching its functional capacity. Once a trail reaches LOS F, the trail does not effectively serve most bicyclists and that conflicts between trail users should be expected.

Highway Capacity Manuals Shared-Use Path Level of Service (SUP LOS) for Pedestrians

Toole Design utilized the Highway Capacity Manual's (HCM) Shared-Used Path Level of Service for Pedestrians (found in Chapter 23 of the HCM). This quality of service measure focuses on the frequency that a pedestrian meets or is overtaken by a bicyclist. The methodology does not take into account pedestrian volume, trail width or interactions between pedestrians. For SUP LOS for pedestrians, LOS A represents optimum conditions where conflicts with bicycles are rare, at LOS D there are frequent conflicts with bicyclist and at LOS F there are significant conflicts with a diminished experience for pedestrians.

Results

Toole Design completed a SUP LOS analysis for the weekday AM, weekday PM peak hour and weekend peak hours based on directional average volumes at both count locations Table 3 shows the resulting SUP LOS for bicyclists and pedestrians. The existing trail width north of Roosevelt Street is 10-feet wide and the existing trail south of Four Mile Run is 12-feet wide.

Table 3: SUP LOS for Existing Conditions

		North of Roosevelt Street		South of Four Mile Run Crossing at Bluemont Park	
		Eastbound	Westbound	Eastbound	Westbound
Weekday AM	Total Volume	149	87	80	68
	% Ped	15%	50%	53%	54%
	% Bike	85%	50%	47%	46%
	SUP LOS (Bicycle)[1]	D	D	C	C
	SUP LOS (Pedestrian)[2]	D	D	B	B
Weekday PM	Total Volume	126	177	154	154
	% Ped	44%	16%	62%	57%
	% Bike	56%	84%	38%	43%
	SUP LOS (Bicycle)[1]	E	D	E	E
	SUP LOS (Pedestrian)[2]	E	E	C	C
Weekend	Total Volume	194	164	173	194
	% Ped	23%	29%	25%	24%
	% Bike	77%	71%	75%	76%
	SUP LOS (Bicycle)[1]	E	E	C	C
	SUP LOS (Pedestrian)[2]	F	F	F	F

1- Based on FHWA SUP LOS for bicycles
2- Based on HCM SUP LOS for pedestrians

Toole Design recommends that NOVA Parks strive to achieve a LOS C for bicyclists on the W&OD trail. Once a trail reaches LOS D, users experience poor trail conditions and frequent conflicts with other trail users. At LOS E, the trail has reached its functional capacity and has steady occurrence of conflicts. LOS F signifies a diminished user experience and a significant number of conflicts. Based on the results shown in Table 3, during the AM, PM, and weekend peak hours, many trail users experience LOS D, E and F, highlighted in yellow, orange and red, respectively.

Forecasted Shared-Use Path Level of Service

The purpose of the Forecasted Shared-Use Path Level of Service analysis is to determine the future capacity of the trail by answering two questions:

1) For the current trail, what increase in trail user volumes (pedestrians and bicyclists) would result in each location degrading below the recommended quality of service (LOS C) during all hours studied? Toole Design applied the same SUP LOS methodologies in a sensitivity analysis to determine the increase in total trail volume that would result in a pedestrian or bicycle level of service D for each direction and analysis hour at both Roosevelt Street and the Four Mile Run Crossing that aren't already experiencing LOS D or worse. The increases were calculated separately for each mode and trail direction as a percentage of the current volumes, and the same modal and directional splits for each location and peak hour were held constant.
2) For the planned widened and parallel trail, how many bicyclists can be accommodated before degrading below the recommended quality of service (LOS C)? North of Roosevelt Street this was evaluated using a 16-foot widened trail for pedestrians and bicycles, based on an analysis of the LOS at varying trail widths. South of the Four Mile Run Crossing at Bluemont Park, this was evaluated using the SUP LOS calculator for bicycles on the planned 12-foot bike-only section of the parallel trail. There are limitations to the tools for evaluating quality of service for a pedestrian only trail, so the pedestrian-only portion of the trail was not used in this analysis.

Results

Question 1:

The increases in volume required to result in LOS D conditions, shown as a percentage increase of 2019 volume, are presented in Table 4. As mentioned previously, Toole Design recommends NOVA Parks strive to achieve LOS C for bicyclists on the W&OD Trail with future improvements. Therefore, LOS D represent conditions worse than the recommended quality of service on the trail. Many of the hours and directions evaluated are already operating worse than LOS C, the % volume to reach LOS D is not applicable.

Table 4: Forecasted Increases in Volume to reach LOS D

			North of Roosevelt Street		South of Four Mile Run Crossing at Bluemont Park	
			Eastbound	Westbound	Eastbound	Westbound
Weekday AM	SUP LOS (Bicycle)[1]	Current LOS	D	D	C	C
		% Volume to reach LOS D	N/A*	N/A*	163%	135%
	SUP LOS (Ped)[2]	Current LOS	D	D	B	B
		% Volume to reach LOS D	N/A*	N/A*	201%	203%
Weekday PM	SUP LOS (Bicycle)[1]	Current LOS	E	D	E	E
		% Volume to reach LOS D	N/A*	N/A*	N/A*	N/A*
	SUP LOS (Ped)[2]	Current LOS	E	E	C	C
		% Volume to reach LOS D	N/A*	N/A*	115%	114%
Weekend Midday	SUP LOS (Bicycle)[1]	Current LOS	E	E	C	C
		% Volume to reach LOS D	N/A*	N/A*	101%	114%
	SUP LOS (Ped)[2]	Current LOS	F	F	F	F
		% Volume to reach LOS D	N/A*	N/A*	N/A*	N/A*

1- Based on FHWA SUP LOS for bicycles
2- Based on HCM SUP LOS for pedestrians
*- Approach at LOS D or worse with current volumes

Table 4 shows that near Roosevelt Street, bicyclist and pedestrian LOS is D or worse in both directions during each peak hour, indicating that the trail is already operating below the recommended quality of service for all users. Near the Four Mile Run Crossing, bicyclists are operating at LOS C during several of the hours studied. During the weekday AM peak at this location, a moderate to significant increase (35% to 103%) are needed to degrade operations to LOS D. However, during both the other peak hours (weekday PM and weekend Midday), relatively small increases in volumes (1%-15%) would degrade operations to LOS D.

Trail use has generally been steady between 2013 and 2018 and no consistent growth rate has been observed. Therefore, Toole Design did not forecast the number of years before the studied segments of the W&OD Trail would reach the percentage increases presented in Table 4. For reference, Arlington County has been experiencing consistent population growth around 1% growth per year for several decades. Additionally, throughout the country, in locations where high-quality bicycle facilities are constructed, communities are seeing significant increase in bicycle volumes. It is likely that once the W&OD Trail is improved to provide separate pedestrian and bicycle trails, it would also attract additional users.

Question 2:

At north of Roosevelt Street location, the proposed trail conditions include widening the existing trail from 10 feet to 16 feet. Table 5 shows the results of the SUP LOS for bicycles assuming the existing volumes on the 16-foot trail. The trail would operate at LOS B or C during all peaks. Table 5 also shows the % volume increase needed to reach LOS D for bicyclists for the widened trail, assuming the existing mode split between bicycles and pedestrians. Moderate increases (38%-49%) are needed during the weekend peak and the eastbound direction during the PM peak to reach LOS D. Significant increases (82%-180%) during the AM peak and the westbound direction during the PM peak to reach LOS D. A limitation of the

SUP LOS for pedestrians is that it does not take into account the width of the trail because it focuses on the frequencies of a pedestrian being encountered, either meeting or passing, by a bicyclist. However, a 16-foot trail provides enough width for four separate travel lanes so when a pedestrian encounters a bicyclist, there will be more space for the bicyclist to pass, greatly improving the pedestrian quality of service. The widened trail also improves the pedestrian experience by more easily allowing for side-by-side walking, promoting the social function of the shared-use path.

At the count location south of the Four Mile Run Crossing at Bluemont Park separate pedestrian and bicycle trails are proposed. With the existing volumes the trail would operate at LOS C or better for bicyclists. Table 5 shows the increase in bicycle volume that would result in LOS D. Depending on the peak hour factor, according to the FHWA SUP LOS for bicycles methodology, a separate bicycle trail can accommodate between 853 and 969 bicycles, an increase of between 705 and 938 bicycles from the existing bicycle volumes. Since the SUP LOS for pedestrians' methodology takes into account the number of passing and overtaking events between pedestrians and bicycles, there is no SUP LOS for pedestrians calculation for a separate pedestrian trail. The separate pedestrian trail will provide a significant improvement in comfort and experience for pedestrians. It should be noted that the SUP LOS tool evaluates segment of the trail, not intersections, so this value is a measure of the quality of service in between intersections.

Table 5: Forecasted Increases in Volume to reach LOS D with Widened or Parallel Trail

		North of Roosevelt Street			South of Four Mile Run Crossing at Bluemont Park		
			East-bound	West-bound		East-bound	West-bound
Weekday AM	SUP LOS (Bicycle)[1]	Widened Trail LOS	B	B	Parallel Trail LOS	A	A
		% Volume to reach LOS D	280%	182%	Increase in Volume to reach LOS D	938	864
Weekday PM	SUP LOS (Bicycle)[1]	Widened Trail LOS	C	B	Parallel Trail LOS	A	A
		% Volume to reach LOS D	138%	226%	Increase in Volume to reach LOS D	803	877
Weekend Midday	SUP LOS (Bicycle)[1]	Widened Trail LOS	B	C	Parallel Trail LOS	B	C
		% Volume to reach LOS D	149%	146%	Increase in Volume to reach LOS D	705	815

1- Based on FHWA SUP LOS for bicycles

Conclusions

There is a high volume of trail users on the W&OD Trail in Arlington County, creating congested conditions where trail users experience frequent conflicts with other trails users both on weekdays and weekends. Toole Design used FWHA's Shared-Use Path Level of Service (SUP LOS) for Bicyclists and HCM's SUP LOS for pedestrians to evaluate conditions for both modes along the existing 10-foot or 12-foot trail and assess the need for a widened or parallel trail. Toole Design recommends that NOVA Parks strives to achieve LOS C for trail users along the W&OD trail. At the locations studied, trail users experience LOS D or worse for least one mode for all but one of the peak hours studied. These results indicate that both pedestrian and bicyclists would benefit from a widened or parallel trail with separate trails for pedestrian and bicyclists. Additionally, forecasted LOS analysis reveals that only a moderate increase in volume will degrade the quality of service below LOS C for both pedestrians and bicyclists most times of day, directions, and locations studied. Once a widened or parallel trail are provided, the capacity of the trail for bicyclists increases by a factor of at least 4.5. Although the increase in capacity for pedestrians on a parallel, 8-foot pedestrian-only trail could not be quantified, the construction of a parallel trail will improve pedestrian conditions, which already operate below the recommended level of service.

SUP LOS was calculated for one hour during morning commuter peak, afternoon/evening commuter peak and weekend recreational peak during June. A similar level of volume extends outside these peak hours which indicates that the trail is congested during several hours of both weekday and weekend days. On weekdays, trail use follows a commuter traffic pattern with an increase in volumes in the morning and the afternoon/evening that lasts two (2) to three (3) hours. On weekends, trail use is more recreational with a longer peak period from mid-morning through early afternoon that last approximately six (6) hours. Historical data shows that the June volumes analyzed are typical of the busy months of the trail (April through September) which indicates that the trail is congested during these peak periods for at least half of the year.

TOOLE DESIGN

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MEMORANDUM

July 26, 2019

To: Dan Iglhaut

Brian Nolan
Organization: Northern Virginia Park Authority
From: Stacie Desai
Christina Fink, P.E.
Liz Gilliam, RLA
Project: W&OD Parallel Trail Feasibility Study, Arlington County
Re: Field Assessment Summary

The memo summarizes the work completed as a part of Task 4 for the Shared Use Path Level of Service (SUP LOS) and Parallel Trail Feasibility Study scope of work dated March 25, 2019. The segment being studied is in Arlington, VA from North Roosevelt Street to North Carlin Springs Road. This work is a follow up to previous higher-level feasibly study completed in 2013-2015 that identified potential locations for trail widening or a parallel trail. It is also the first step in developing construction documents for widening along these segments in this section of Arlington, VA.

Base Maps, Field Walk Notes and Photos

Toole Design developed base maps using available aerials, GIS data and utility data. Toole Design and NOVA Parks staff participated in a field walk on May 3, 2019 to determine existing conditions, constraints and opportunities along this segment. The attached photos and annotated base maps serve as a summary of the field walk observations.

Database Searches

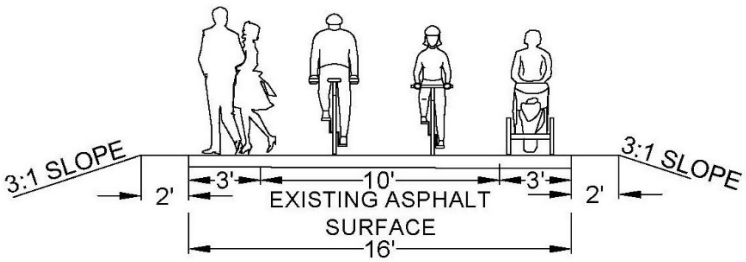
Toole Design researched available online database searches, below is a list of our findings.

- **Utilities** - Toole Design used available GIS utility information and communications cable plans from NOVA Parks. All utility information gathered was input on the base maps.
- **US Fish and Wildlife Service National Wetlands Inventory** – The Bon Air Park section of trail crosses and runs parallel to a Riverine. This may cause further investigation into impacts and restrictions within the buffers of the Riverine. The trail also crosses the Four Mile Run, a classified Riverine, east of Patrick Henry Drive (Sheet C1.5) causing further investigation into limiting impacts to this area.
- **FEMA Flood Insurance Rate Maps** – The section of trail along Custis Memorial Parkway (I-66), west of Ohio Street to west of Patrick Henry Drive is designated as Area within RPA and Special Flood Hazard Area. Impacts to the base flood will need to be limited in this area. Further investigation will be necessary during design.

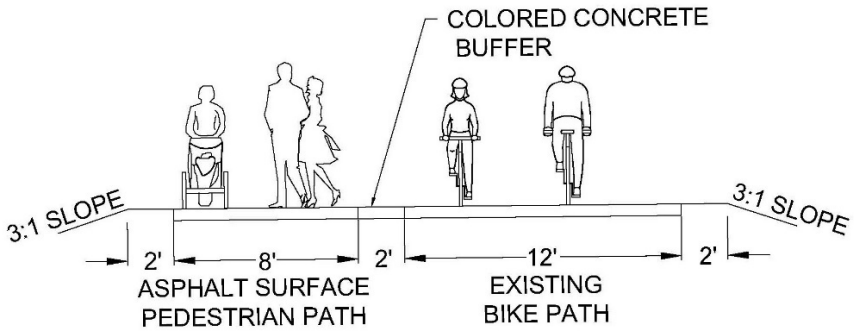
Initial Alignment Concepts

Based on our field walk observations, Toole Design offers the following initial considerations for widened alignments for each segment. The image below shows a 16-foot widened, shared trail typical cross-section and a 22-foot parallel trail typical cross-section, whiuch includes a 2-foot buffer between the bicycle and pedestrian paths.

Toole Design recommends the following on Overall Map Sheets 1 and 2:



PROPOSED TRAIL WIDENING
TYPICAL CROSS SECTION



PROPOSED PARALLEL TRAIL WITH BUFFER
TYPICAL CROSS SECTION

Toole Design recommends the following on Plan Sheets C1.1 – C1.8. Source of underlying data is GIS and aerial photography. Numbers are approximate and actual field conditions could differ significantly from what is shown in mapping. Further engineering surveying will be required for design.

North Roosevelt Street to West of Patrick Henry Drive (Sheets C1.1 - C1.3)

- Toole Design recommends consideration of the 16 foot widened shared cross-section. Paving the small grass strip (which varies 2-3 feet) between the existing trail and the soundwall will ease maintenance and provide approximately one (1) foot of functional use of the trail. Widening five (5) feet to the south would result in retaining walls (refer to plan sheets for these locations). The following pinch points have been identified as locations where the 16-foot section could not be achieved: the trail split at two transmission pole locations (C1.1, and C1.3), the pedestrian bridge overpass piers (C1.2), and the Ohio Street Bridge piers (C1.3).

- On Sheet C1.1, Toole Design recommends considering realignment of the trail in two locations: at the tie in to North Roosevelt Street to reduce impervious area and straighten alignment and east of North Roosevelt Street to address an existing steep grade. Moving east, where the trail moves adjacent to I-66, Toole Design recommends extending headwalls to widen the exising bridge on the south side.

Patrick Henry Drive to North Carlin Springs Road (Sheets C1.4 – C1.8)

- Toole Design recommends consideration of the parallel trail with separate bicycle and pedestrian paths from west of Patrick Henry Drive to west of North Carlin Springs Road. Bicycles would use existing 12' paved trail. Toole Design recommends widening to the north side (looking east) to accommodate a 2' buffer and new 8' pedestrian path. Toole Design recommends maintaining the existing trail width, and not widening under Wilson Boulevard or at its approaches.

- We recommend a new 10-foot wide bridge for pedestians. Existing 10-foot wide bridge to remain for bicyclists. (Sheet C1.5)

- Toole Design recommends the realignment of the W&OD spur at the junction of Four Mile Trail by shifting the trail connection to the east. This will eliminate unnecessary impervious pavement, while preserving the monarch butterfly area (Sheet C1.6).

- East of Wilson Boulevard, where the existing bridge has structural damage, Toole Design recommends a new 18 foot wide bridge preserving the historic abutments (Sheet C1.6).

Previous Studies and Planned Projects

Toole Design also reviewed previous studies and planned projects in the study area.

- **Four Mile Run Stream Restoration Work** – This work in the stream that included naturalization of the stream bank and construction of living shoreline features along the edge of the stream was completed in August 2017.

- **Arlington County Draft Master Transportation Plan** – This plan supports W&OD and Bluemont Junction Trail upgrades. As noted in Appendix D – Bikeway Facility Projects, "Upgrade the entire W&OD Trail Arlington section … Improvements may include: trail widening, minor realignments, new pavement

markings, wayfinding signage and consideration of the addition of trail lighting." It also states "Upgrade the entire Bluemont Junction Trail for improved user safety and comfort.

- **Arlington County Wayfinding** - Toole Design worked with Arlington County on a trail wayfinding signing project that included the W&OD Trail. The design which included the Trail near the East Falls Church Metro station and Bon Air Park between Patrick Henry Blvd and Wilson Blvd was completed in 2017.

- **Arlington Public Spaces Master Plan –** This plan, approved in April 2019, lists as a "Priority Action" in Section 2.2 (pg 88) to improve existing trails that currently do not meet design standards or user demands. The plan also lists "Mode Separation" as a best practice on this same page. The plan references a picture of the W&OD trail in our study area (in the area of Sheet 3) on page 92 and 93.

ATTACHMENT 35

May 18, 2020

Myrna Levinstein

(By Mail)

17251 Four Seasons Drive
22025
May 18, 2020

Northern Virginia Transportation Authority
3040 Williams Drive Suite 200
Fairfax, VA 22031

Please do not proceed with the Van Buren Road project. Extending the road would literally devastate residential communities in its path.

When the citizens who live in those developments bought their homes, they were deliberately not warned that they would not be living in a residential-zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their development.

Seniors, who give much in taxes and take little in government services, would have their safety and security destroyed by this road project. Many of them would have no choice but to sell their properties at a greatly devalued amount, and leave the area. This would negatively affect tax revenues.

Families with children will have no choice but to sell to remove their children from an environment that will no longer be "kid-friendly".

It appears that the Prince William government wants to chase law-abiding, tax-paying, middle class citizens out of the county.

The environment is also a concern. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone.

Hundred of thousands of birds and animals live in the targeted area. Many would be displaced, but most will die.

Sincerely,

Myrna Levinstein

ATTACHMENT 36

May 19, 2020

Gillian and Keith Donaldson

(By Mail)

From: Gillian and Keith Donaldson
16836 Four Seasons Dr.
Dumfries, VA 22025

May 19, 2020

Referencing Van Buren Road North Extension #26 PWC-025

1. Trucks will be well able to "dodge the scales" or bypass the weigh stations on Interstate 95 and on Route 66 in both directions, increasing heavy truck traffic on Route 234.

2. Truck traffic and speed of traffic has substantially increased in the past 10 years on Route 234. Trucks and cars have been routinely running red lights at the intersections along 234 from Van Buren to Minnieville Rd. Motorists exiting and entering residential communities, shopping areas, and three schools are all placed at risk, particularly by heavy and overweight trucks.

3. Four Seasons at Historic Virginia is a 55+ community in existence since 2002. 65 homes in this community would directly back up to the proposed Van Buren bypass. Residents of this community who chose to retire here were drawn by the peaceful, idyllic setting and make great use of the Nature Trail. The proposed road would cut off a significant portion of the beautiful Nature Trail. Property values will be negatively impacted.

4. Noise & Pollution will increase. Massive removal of large deciduous and evergreen trees has a negative environmental impact. The forest around us is the habitat of foxes, coyotes, rabbits, raccoons, deer, eagles, wild turkey, and numerous birds. Climate change demands that communities reduce their footprint and change old habits such as building more roads and destroying wooded areas.

5. The new homeowners at Copper Mill in Dumfries and Cardinal Grove in Dale City would see this 4 lane divided road go right through their back yards.

6. The pandemic of 2020 has altered traffic patterns. More people are now working from home and may continue to do so permanently. The jump to build new roads instead of planning to reduce road traffic goes against current trends.

7. Any consideration for the Van Buren bypass is dwarfed by the need to repair roads and bridges. The FHWA has cited 607 bridges in Virginia that are classified as deficient and structurally unsound. In the past few years highway dollars have been intelligently spent on infrastructure projects such as fixing these bridges. Funds are better spent in this manner.

8. There is a severe traffic problem on 95 South from Route 1-Woodbridge and the Occoquan Bridge to Potomac Mills. The proposed Van Buren bypass would not relieve this congested area.

Keith Donaldson Gillian Donaldson

ATTACHMENT 37

5/14/2020

Michael J. Olichney & Mrs. Margaret W. Olichney

(By Mail)

COMMENTS ON FUNDING OF RT1 WIDENING IN DUMFRIES

BY DR MICHAEL J. OLICHNEY AND MRS MARGARET W. OLICHNEY

It is imperative that VTA approve state funding for the widening of the Virginia State RT1 roadway thru the historic town of Dumfries, Virginia's oldest Chartered Town. The existing RT1 Southbound roadway was built in the 1930's and no longer provides for efficient traffic flow for local, state and intrastate commuters. It creates a major bottleneck in traffic flow from the northern industrialized points and is exacerbated by Interstate I-95 traffic jams. This project phase will improve commuter traffic flow, enhance safety, provide timely emergency response and allow inspection activities.

This improvement will handle traffic flow from the recently reconstructed RT1 roadways in Triangle, Quantico, Occoquan, and Springfield. This is a long-overdue funding for roadway improvement for Dumfries compared to surrounding areas.

Dumfries is Virginia's oldest Chartered Town since the 1800's. It should have its township recognition and historical significance restored by realignment of the southbound RT1 lanes outside of the middle of town. Several historical restoration projects in planning stages are impeded pending RT1 project funding decision. It will enhance opportunities for commercial development and housing expansions in Dumfries.

Town of Dumfries tax structure and long-range financial planning cannot support this unsurmountable tax burden. Therefore, we must rely on VTA approval of funds to ensure the successful completion of this vitally needed improvement to the Virginia roadway system.

Dr Michael J. & Margaret Olichney
703-795.0710
22026 • 22485

ATTACHMENT 38

5/14/2020

Stewart Schwartz

Public Testimony Provided

May 14, 2020

Testimony to the Northern Virginia Transportation Authority on the 2020-25 6-Year Plan

Good evening Chair Randall and members of the Authority, I am Stewart Schwartz, the Executive Director of the Coalition for Smarter Growth, the leading non-profit organization in the DC region addressing the interconnected issues of land use, transportation, housing and the environment.

Thank you elected officials and staff for your public service, particularly during these extremely challenging times. Your service is deeply appreciated.

You have in hand the joint letter from 16 smart growth, conservation, transit, and bike/ped advocacy non-profits representing thousands of members across Northern Virginia. Douglas Stewart of the Sierra Club has testified to that letter and the projects that we support, and CSG strongly endorses those comments.

I wish to focus on big picture factors which should guide the projects that you select:

The crisis we are now facing stems in large part from the failure to believe in science, ignoring critical warnings about a real threat, and failure to plan ahead to address that threat. The same has unfortunately applied to the threat of climate change, which will bring unprecedented harms including more pandemics, flooding, drought, property damage, refugee movements, and security threats.

Therefore, we urge you to adopt only those transportation projects which support mixed-use, walkable, transit-oriented communities and reduce vehicle miles traveled, vehicle trips, air pollution and greenhouse gas emissions. As you know, we have long rejected the "congestion reduction" metric pushed by the N. VA Transportation Alliance, which is simplistic and not achievable – it favors road expansion while ignoring the problem of induced demand.

What we have seen in this crisis is that the dramatic drop in driving has contributed to a dramatic drop in ozone and particulate air pollution – the very pollution which has contributed to respiratory illness, with particular harm to communities of color. Particulate pollution has been found by Harvard researchers to contribute to higher incidents of COVID-19 illness and death. No one wishes the economic crisis we have, but among the things we have learned is that we should be doing all we can to slash pollution from driving to protect our health, and looking ahead – to slashing greenhouse gas emissions from transportation.

We have also seen the demand to walk and bike for health, stress reduction, and travel to work for essential workers. Yet people are finding sidewalks are too narrow or missing, biking is unsafe, and too much space is given over to vehicles.

We have also seen the explosion in telecommuting. The percentage of telecommuters after this crisis is likely to remain high, meaning big declines in peak hour commuting, further eliminating justification for massive highway widening.

We have seen who the really essential workers are in our workforce and that transit has been essential for these workers.

For these reasons, we urge you to make a fundamental shift:

-- Our state and regional highway spending should be focused on maintaining what we have already built. We should shift funding to transit operations and capital, local street networks, and redesigning our overly wide roads to expand safe bicycle and pedestrian infrastructure that supports transit-oriented communities.

-- Above all, as local elected officials, you must focus future development in transit-oriented communities and stop approving development that is overwhelmingly auto dependent.

-- Moreover, you should make providing affordable housing near transit and jobs a top priority. Housing, especially affordable housing, near transit and jobs is the number one thing you can do to address traffic, reduce pollution and slash greenhouse gas emission.

Thank you.

Stewart Schwartz
Executive Director

ATTACHMENT 39

5/26/2020

Peter C. Minshall

On Behalf of Washington Capitol Partners, LLC

WASHINGTON
CAPITOL PARTNERS, LLC

The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Subject: Arlington County's Application ARL-019 for Ballston-MU Metrorail Station West Entrance

Dear Chair Randall and Members of The Authority:

On behalf of Washington Capitol Partners, I am writing to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). Washington Capitol Partners supports this transportation infrastructure project which will result in a full second entrance with elevators, stairs, and fare gates at the west end of the 600-foot train platform where there currently is no direct access.

The Ballston-MU Metro station is a major component of the regional transit network in Virginia and serves as a key multimodal hub in Ballston serving the Metro Orange and Silver Lines. The station is one of Metro's highest ridership stations in Virginia.

As stated in Arlington County's adopted Capital Improvement Plan, the west entrance project will significantly improve access and reduce travel time to the station for those users coming from western parts of Ballston. The planned new entrance at the intersection of Fairfax Drive and North Vermont Street will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive as well as adjacent neighborhoods west of Ballston. A west entrance will reduce congestion at the main entrance of the station. The additional entrance will also improve emergency egress in the event of a fire or other unsafe incident requiring emergency evacuation from the station and train platforms.

Washington Capitol Partners owns property adjacent to the planned west entrance. We have a county approved site plan to redevelop the property to a 23-story residential building.

We hope that NVTA will approve Arlington County's application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). Thank you for your consideration.

Sincerely,

Peter C. Minshall
Managing Member
Washington Capitol Partners, LLC

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ATTACHMENT 40

5/26/2020

Craig Gerardi

On Behalf of Piedmont Office Realty Trust

PIEDMONT®
OFFICE REALTY TRUST

May 26, 2020

The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall and Members of The Authority:

We are the property owners of 901 N. Glebe Rd. in the Ballston VA area. We want to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station and directly adjacent to our 901 N. Glebe Rd. property. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform and is a greater distance from the west side of Ballston to support efficient Transit Oriented Development (TOD). The new entrance will be nearly a quarter mile to the west, at Vermont Street, practically as far west of the existing entrance as the next station—Virginia Square—is east. Based upon information we have been provided; this new entrance will thus effectively provide an entire new Metro station at only a fraction the cost of an actual station. It will result in highway-trip-reducing TOD, relieve congestion at the current entrance, and enable more efficient passenger spacing inside trains and on the platform.
In addition, we have been provided the following information and provide our support as such;

- The new entrance will allow regional I-66 buses to reach Metro more efficiently, avoiding the current circuitous access. This will both speed up buses and increase the number of bus stops (and thus buses) that Ballston's currently over-capacity bus depot can support.

- The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. TOD enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040, with more increases in bus ridership, walking, and bicycling.

- Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia.

We view this second entrance to the Ballston Metro Station as a benefit to our tenants and their guest at 901 N. Glebe and in general a much needed second entrance that will benefit the surrounding office, hotel, and residential in the area. Adding a second entrance will greatly improve the capacity of the Metrorail system, and reduce multimodal congestion caused by the inadequate capacity at this location.

Thank you for your time and consideration of this project for funding.

Sincerely,

Craig Gerardi
Senior Manager
Piedmont Office Realty Trust

ATTACHMENT 41

5/29/2020

Nancy McFalls

On Behalf of Community Advisory Committee,

McLean District Station

McLean Falls Church pedestrian safety

Created on March 10, 2020

Fairfax County recently posted that pedestrian deaths have sharply increased over the past decade, reaching a 30 year high. You have probably felt this, as our neighborhood streets have become popular cut-throughs for commuters heading to Tysons, Mosaic, Arlington, and Falls Church.

There is little planned investment by the county or VDOT to keep us safe from increased traffic and distracted driving. Officials have indicated that they need to hear from MANY residents before they can focus on the safety of our neighborhood streets.

Your signature on this survey can help bring attention to pedestrian safety concerns. If you do not agree with all of these statements, but are still concerned, please take a moment to send your thoughts Dranesville@FairfaxCounty.gov instead. Thank you!

WE, THE UNDERSIGNED, HEREBY PETITION Supervisor Foust, FCDOT and VDOT, to increase pedestrian safety along core residential roads in our community.

WE STATE OR BELIEVE:

1. **That the petitioners are residents of the Dranesville district of Fairfax County (McLean, Falls Church).**
2. **That the sharp increase in pedestrian deaths over the past decade, resulting in a 30 year high, poses a significant threat to residents in our area.**
3. **That nearby commercial centers (Tysons, Mosaic, Falls Church,**

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and Arlington) bring significant volumes of non-residential traffic onto our neighborhood streets.

4. That traffic on major roadways surrounding our area (495, 66, 267) regularly "spills over" onto our residential streets, and that construction and tolls worsen this situation.
5. That smart phone GPS apps are directing significant traffic through our neighborhoods rather than more appropriate non-residential streets, and that smart phone use while driving increases distractedness on our streets.
6. That our largest neighborhood streets are critical to residents "on foot" -- specifically Westmoreland, Great Falls and Kirby -- as they provide us access to 5 schools, 5 religious centers, 3 recreation clubs, McLean Little League, and walking trails.
7. That these RESIDENTIAL streets require PERMANENT measures to keep pedestrians safe, such as prominent crosswalks, consistent sidewalks, and clear signage -- as well as traffic calming measures such as "road diets".
8. That other area roads are more suitable for local through-traffic and should be the focus for moving traffic through the region -- for example, Rte. 7, Rte. 123 and Gallows Rd should be more "attractive" as commuter routes than Westmoreland, Kirby and Great Falls.

223 answers

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If you have anything to add, please do so below.

82 answers

Westmoreland is horrible at rush hour. Definitely not safe for bike/ pedestrian traffic

I have lived off of Westmoreland for more than 50 years. This is much needed and long overdue.

Fisher Avenue/Brilyn Place are a cut through and has no white lines painted at the intersection stop signs to indicate to stop. Cut through drivers go too fast and do not stop. We have observed many near misses between cars and pedestrians and bicyclists. Painted white lines would help significantly to prompt stop at the stops signs.

Urge drivers to slow down in the community

Please watch the corner of westmoreland and haycock

Also need traffic light on Dolley Madison and Ingleside Avenue, to allow pedestrians to safely get to Dolley Madison library and Mclean Community Center.

We desperately need more safety measures. We also need a cross walk, flashing light or a pediatrician walk sign like how Falls Church city has in their neighborhoods. This has been brought up since 6 years ago (maybe longer) at multiple times by multiple families and subdivisions. One problem has been the intersection of Haycock and Casemont. Commuters come through our neighborhoods speeding and cut through to get to 66. Haycock becomes downhill when driving towards school, and these drivers don't slow down, even with the recent additional $250 speeding fine. We had discussed this with Fairfax Police Department who then got VDOT involved and it basically stopped right there. No more movement to keep kids and parents safe when crossing Haycock/Casemont. I feel like a broken record, as we were asked to walk on Beacon to get to/from school, well Beacon does not have side walk. Then they asked the families to walk away from school to get to/from school using Moly, and that adds another 10 minutes at least to the children commute. I am not sure why the resistance for keeping our families safe?! It seems like the bucket of safety is passed around between the county, police and Vdot. I even brought up this issue in one of the meetings for the development by FC HS. Every time we bring up the safety issues, police department sends in a patrol and tickets the speeding drivers fir a while. We thank you for this!! However, we all know this is not a long term solution and can drain the police department's resources. We need a permanent solution through permanent pedestrian sidewalks and signs, crossing paths, flashing lights, speeding cameras and/or any other solutions that can be implemented. Will you help us??

Please add a pedestrian walkway on Great Falls Rd. to cross from Hutchison St.

I would like to see extra attention added to the corner of Great Falls and Haycock. Traffic turning right at a red light often endangers pedestrians, including walk to schoolers, if the driver making the turn is not attentive. Right turns on red should not be permitted if pedestrians are present—I'd like to recommend this kind of signage.

I believe much of the cut through traffic is due to people avoiding the I-66 tolls. If these tolls were more reasonable, this wouldn't be happening as often.

Specifically crossing Westmoreland to get to Haycock ES or Longfellow MS has become extremely dangerous for anyone.

At the intersection of Westmoreland and Kirby Roads, the northwest corner does not have a push button to allow pedestrians & students to cross. This means pedestrians & students who live on the north side of Kirby cross at a place other than the crosswalk, including myself and children.

Haycock Elementary is going to see a serious accident soon. Parents are ignoring rules and admin is lax in enforcing basic safety measures. A young child ran into Haycock road a few weeks while playing and was nearly hit. We need help!

Please provide sidewalks all the way on both sides of Westmoreland.

I have been asking foust for 5 years to have a crosswalk at Hutchison & Great falls Street, children have to dodge cars to go to school and we need a sidewalk between Kirby & Hutchison. foust is not doing anything for the community.

certain streets should be limited to local traffic only

Little League access is too dangerous.

At a minimum, there should be sidewalks on both sides of Westmoreland to reduce number of times children need to cross in order to get to school. And there needs to be a sidewalk to all bus pick-up locations. Currently bus picks up on Great Falls in location where there is no sidewalk on EITHER side of Great Falls for BLOCKS. Protect our kids who are walking to the bus or school!

I have taken to wearing a fluorescent green jacket when walking in the city of Falls Church in the hopes that the drivers will see me and pay attention to my right to cross the street. This is utterly appalling to me.

Crossing Williamsburg at Trinidad St is dangerous speeders/construction on home building makes visibility impossible.45 yr resident .Westmorland is blind curve for 33rd st..Speed makes it impossible. Thanks for any help.

If you have to put in a couple speed traps, we parents understand. Plus it would be a profit generator so you can afford speed bumps and lit crosswalks.

Truck traffic should be restricted on Great Falls and Westmoreland. Trucks are using the roads to save time over Route 7 and other major roads. Also, the speed limit on Great Falls St should be reduced to 25 mph from Haycock to West Broad Street, where it is a two-lane road.

In particular, Allan ave has become a death trap and it's only a matter of time before a child is hit and killed by a car. It's outrageous there are no side walks on such an extraordinarily busy street.

Pedestrian crosswalk in front of Longfellow Middle school on Westmoreland Street is urgently needed.

I am, everyday, concerned about the safety of my children, who are walkers to school. It is shameful to live in such a district with no proper pedestrian crossing sections.

Recently my wife and I were almost run over in the crosswalk at Westmoreland and Rosemont by a driver who passed a car on the right that had stopped for us.

Traffic is out of control on Kirby with most drivers speeding and some luxury sports cars (McLaren, etc) using it as a race track. My kids crosses Kirby to ride his bike most afternoons and I worry about his safety crossing this dangerous road with few stop lights/crosswalks.

N. West Street between Westmoreland and Route 7 (both in Fairfax County and Falls Church City) is another major cut through in a residential area and needs to be a no-cut through zone.

Suggest speed trap(s) on Old Chesterbrook Rd in McLean to slow traffic. Most drive above 35 mph in a 25 mph zone.

Commuters avoiding tolls on I66 should be prohibited from cutting though on West Street!

I am a “walker” and see drivers taking short cuts through my neighborhood frequently. It wiuld even be better if the speed limit was observed!

This is very much needed. I have been in a couple of close call incidents while walking in my own neighborhood.

Making the county more walkable and bikeable will reduce pollution, and increase wellness of our community. Adding stop light signals at crosswalks near schools and curves can increase visibility of pedestrians. Photo radar in school zones. Improve sidewalks and bike lanes. Creating one way streets Limiting parking to one side of narrow streets Address visibility at intersections due to vegetation. Rumble bars near crosswalks and bike lanes Promote bike and walk to work days in the community.

Thank you!

Sidewalks along Westmoreland between Poole and Kirby were listed in the bond package approved several years ago but nothing has been built in part because the property has turned over/new buyers. I expect that the new buyer of the Surge property will be required to install new sidewalks along Westmoreland and Kirby as part of the development of that corner. Thank you!

As a 16 year resident I’ve noticed that Westmoreland crosswalk just past McLean Little League is particularly bad - drivers have just been doing 25mph for 2+ miles and see the 35 MPH sign and hit the gas/speed up as they approach this crosswalk. I’ve seen multiple near misses in this area. Another hidden hot spot is is the intersection of Tyndale & Rupert (hugely residential/right behind McLean HS) where a lot of commuters are using waze to cut through, running the stop sign and accelerating up to Southridge to cut from Great Falls to Westmoreland. These anecdotes support above petition.

There is dire need of a traffic light at the entrance to McLean High School on Westmoreland. There have been many accidents when students run across the street and a car must slam on the brakes. Let's take action before someone is seriously injured or killed!!!!!

McLean and Fairfax need to invest in dedicated bike/run lanes for our community.

People drive too fast on Westmoreland near Haycock and Longfellow schools.

Myself and my kids have frequently been standing in existing, not so well marked, crosswalks, and will have to flail my arms and such to get people to stop.

Shelp1234@yahoo.com

Moly Drive between Great Falls and Westmoreland has become a high speed cut-thru street. It's also a sidewalk street where many children play.

The crosswalk at Westmoreland Street at the corner of Rosemont Dr. and Westmoreland are far too inadequate for the high schoolers who cross in the am and pm. I see near accidents everyday. Please address this!

I was struck by a vehicle while crossing Westmoreland Street in the crosswalk. I suffered two compound fractures (tibia and fibula), plus four broken metatarsals in my foot. An active duty service member, I may have to retire because of this. (Ironically, i survived 5 overseas deployments, only to get severely injured in a crosswalk near my house). I fully support traffic reform in McLean.

I would add to this similar challenges in the Providence District, where cars are regularly driving down narrow streets like Allan, Tower, and Buckelew to dodge traffic congestion in Rt 7. We had a horrible traffic fatality last summer in Shreve Rd. The intersects with the W&OD trail are especially perilous for everyone, drivers, bikers and pedestrians. I dread my kid walking and biking in these areas.

Trucks, tour buses, and construction trucks should be banned from all neighborhood side streets.

Consistent sidewalks on Great Falls and Westmoreland are critical for the safety of our children getting to and from school and creating walkability (which cuts down on traffic and is better for the environment). It would connect pedestrians to Falls Church city and McLean businesses as well.

My Girl Scout troop has been working for several years to improve traffic safety in the McLean area. recently a little boy was run down in front of Longfellow middle school. We need safer streets and decent crosswalks for our children.

I recently witnessed a child laying in the road with emergency workers attending his injuries after he was hit by a vehicle trying to cross the street directly in front of his middle school. What more will it take to get cross walks for our schools?

Enforcement of crosswalks and stop signs during the morning and afternoon student rush should be a priority.

Thank you!!

With respect to the streets listed in Item 6, please include Idylwood Road, which is the what Kirby Road turns into between Great Falls Street and Route 7. Tremendous traffic issues on that road-confirmed by recent traffic study (average speed is +16MPH over posted speed limit) and sidewalk projects to complete missing sidewalk links on Idylwood have been indefinitely postponed.

Please include Powhatan Street as well.

Woodley Place between Alan and West is such a narrow street. We park on the side cars come down our street so fast and so many. When I get home to parallel park. The are a line of cars waiting to get by.

I agree completely. Although I appreciate the crossing guard at Westmoreland and Kirby during Longfellow arrival/dismissal, I have been very concerned that there is not a crosswalk/ pedestrian signal to cross either Westmoreland or Kirby from the corner with the church. We live on that side and have to take our life in our own hands to walk around the block (especially since there is no side walk on that corner of Westmoreland, so you have to cross! During rush hour Westmoreland and Great Falls are a mess!!

I would add Idylwood Road. While there is a plan for consistent sidewalks it is taking more than six years to implement and should be accelerated like the traffic growth.

As the parent of two children in the McLean school pyramid, I am particularly concerned about traffic on Westmoreland St. So many students walk on that street multiple times a day. The traffic is heavy and drivers are often speeding and putting their desire to get places quickly over the safety of pedestrians.

I live on Barbee Street where cut through drivers speed at over 50 mph. We have no sidewalks either. My dog and I have come close to being run over at least several days per week.

Thank you

Very much needed measures

Haycock Road by Haycock Elementary needs a speed bump or something. There is no where for kids to cross between Great Falls and the school and no sidewalk they can use so they could utilize the crossing guard to cross the street. Traffic is far exceeding 25 miles per hour.

We need a crosswalk in front of the Longfellow Middle School. My son crosses the street there every day to get to school and I'm terrified he is going to get hit by a car. A student was struck back in January. What school doesn't have a crosswalk??? The kids are not going to walk down to the intersection at Kirby. No one would do that. I don't do it when I need to get across the street. Our children's safety needs to be our number one priority!

Consider culdesacing tertiary roads that connect two secondary roads to prevent outside drivers from cutting through neighborhoods while keeping ambulance access possible for the elderly.

Safety is always a huge concern and too risky around here!

Haycock Road, Great Falls Street, and Westmoreland Street should all have sidewalks on both sides for their entirety. This is a basic necessity. I contacted Supervisor Faust's office about this 16 years ago. Our Fairfax leaders have let us down for many years by throwing up their hands and saying it's a VDOT issue.

Crosswalks with flashing warning lights, traffic calming measures, and more protection for bikes would save lives and help our area maintain a lifestyle with fewer emissions and more healthy activity!

If you want a model for what to do, look in Arlington at Eads St starting at Fort Scott Dr and heading North. They revamped that road about a decade ago (I grew up there) to make it feel narrower and now the traffic naturally drives at or below the speed limit.

Sidewalks are also needed in some of our residential areas like Fisher Ave which is used as a cut through street from Westmoreland to Great Falls.

If you can add a comment about making a priority to add sidewalks to streets without sidewalks, I'd appreciate it. I feel extremely vulnerable running along the narrow shoulder on Chesterbrook Road in the McLean section (the Arlington section has both sidewalks and a bike lane). Also, thanks for where the county is making progress, like adding more sidewalks to Kirby. Maybe better crossings for Westmoreland? Nearly every morning, I see kids playing frogger trying to cross the street to get to school. They're using the crosswalks correctly, but traffic keeps buzzing by. Maybe adding the flags or flashing lights would help? Thanks for doing this!

As an avid runner and resident of McLean for the past 9 years I have seen the traffic volume increase and pedestrian safety decrease. I have had more close calls with vehicles than I can count. Pedestrian safety needs to be at the forefront of planning for Fairfax county.

I absolutely agree! Living on Poole lane, I constantly see the road dangers around: our children crossing Westmoreland (twice) every morning and afternoon to go to Longfellow are out in danger, especially when the sunlight is low. Counting the amount of cars that do not stop is alarming. Hearing the screeching tires of the second car who did not realize kids were on the road is frightening! We need a side walk on that side of Westmoreland from Lemon to Kirby. We need a light system like we have in front of the high school, where we can significantly show our presence before we engage on the road. Cars coming up the hill do not have the visibility until they arrive on the crosswalk! This is a very dangerous crosswalk for our pedestrians, kids going to Longfellow, the Kent gardens pool or the little league! Something MUST be done in priority! Families having to cross Westmoreland out of crosswalk to go to the little league - a new crosswalk there is critical. Making a left turn into Westmoreland from Poole (both sides, but I can attest to the « upper » side of Poole) is sometimes impossible! The constant flow of cars (morning and evening rush hours) forces us to often have to engage without a clear view of the cars incoming from Kirby- a 4 way stop intersection would be wonderful. Or at the VERY LEAST a « bubble mirror » so we can see the danger coming! Keep in mind our young drivers do not have the experience we do. Having to look ahead in traffic and count the amount of cars coming before a « safe break » for us to go, is not a safe way to engage in traffic! But it is our only way available for now!! The congested up hill on Westmoreland could use an added lane! Traffic often backs up to Dean Drive! Cars who need to make a left turn on Youngblood or Kirby often « jump the line » in the opposite left lane, speeding and being real dangers to pedestrians / kids going to school! I am only sharing my own experience here! What I see and have to deal with every day. I know some solutions are easier than others, but please, something needs to be done soon in the particular area, before the new house's development (corner of Kirby and Westmoreland) is started. Thank you for giving us the opportunity to share our thoughts, and I hope solutions will soon be implemented. Accidents will happen if nothing changes! Thank you, Marion Bernand.

dianasmariotti@gmail.com

Sidewalks on both sides of westmoreland from Kirby to chain bridge is an absolute must, as well as hawk (I believe that's the name) cross walks by the pool and Little League field, as well as lumsden (people cross to go to the elementary school). Seems like very obvious things to do.

I believe that "radar signs" that show current speeds need to be placed on Westmoreland st near where the limit changes to 25 mph, and speeding fines increased like in falls Church near the w&od trail on Great Falls st.

As a mother of a Kent Gardens ES student and neighborhood runner, I can attend to seeing many “near misses” of vehicles not only nearly clipping groups of runners and walkers, but disregarding families and children crossing these major streets (at crosswalks!). Traffic calming measures are essential! Thank you for considering this and keeping our citizens safe!

Desperately need flashing pedestrian crossing at Poole/Westmoreland

There are several crosswalks on Westmoreland St. between Chain Bridge and Kirby that families and students use daily. These have become dangerous with people driving far too fast and not stopping for people needing to cross or already in the crosswalk. Please take action to make these areas safer for the residents.

The development of the land around West Falls Church metro will add to our traffic and safety issues

Through traffic has dangerously increased significantly on neighborhood streets such as Fisher Ave. (which has no sidewalks) and it is very dangerous to cross at the intersection of Haycock Rd. and Great Falls St. The number of cars that speed through that intersection and drivers on cellphones that ignore the crosswalk and almost hit school children are too many to count. Please make our neighborhood streets safer for pedestrians and kids near our local schools and surrounding neighborhoods.

The area in front of Longfellow Middle School on Westmoreland Street is very dangerous for students. The community really needs a crosswalk here, similar to the one in front of McLean HS, also on Westmoreland. Thank you.

Please make safe walkways a priority in our community. We have two little “walkers” at Haycock (we live on Fisher Ave) and would like to walk to the new commercial developments but without safe walkways, we will continue to drive.

The speeds at which drivers drive through the Churchill neighborhood of Falls Church, many of who are parents, is dangerous and is just a matter of time before something terrible happens.

ATTACHMENT 42

5/29/2020

Jody M. Harrington

Arlington Resident

JODY M. HARRINGTON
736 North Albemarle Street
Arlington, Virginia 22203
(703) 465-5184 (h) (703) 254-6919 (c)
jmrharrington@gmail.com

The Honorable Phyllis J. Randall June 1, 2020
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall and Members of The Authority:

I write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston to support efficient passenger ingress and egress. Access to the current entrance is much too narrow and congested to efficiently accommodate the ever-increasing number of passengers (hopefully back to normal after the COVID-19 emergency).

For over 20 years I have been walking almost daily--close to a mile--from the west to use the current Ballston metro entrance. The new entrance will be a welcome improvement to the commute for residents who live, shop, and work to the west of the current entrance. Another entrance on the west side of Glebe Road would be **even better** since crossing Glebe Road is so dangerous….or maybe an underground crossing?!?

The new west entrance will also allow bus access to the Ballston station to stretch along Fairfax Drive and relieve the congestion on Stuart Street.

Ballston has developed exponentially over the past several years and is now a very important multimodal hub in Virginia. The Metro's current single, over-capacity entrance was not built to accommodate the current need. Access to the station is congested, and too far from trip sources. Adding a second entrance will greatly improve the capacity of the Metrorail system, and reduce multimodal congestion caused by the inadequate capacity at this location.

Thank you for your time and consideration of this project for funding.

Sincerely,

/s/

Jody M. Harrington
Arlington Resident

ATTACHMENT 43

5/26/2020

Senator Scott A. Surovell

(By email to Authority members and Executive Director)

SENATE OF VIRGINIA

SCOTT A. SUROVELL
36TH SENATORIAL DISTRICT
PART OF FAIRFAX, PRINCE WILLIAM,
AND STAFFORD COUNTIES
POST OFFICE BOX 289
MOUNT VERNON, VIRGINIA 22121
(571) 249-4484

COMMITTEE ASSIGNMENTS:
GENERAL LAWS AND TECHNOLOGY
LOCAL GOVERNMENT
REHABILITATION AND SOCIAL SERVICES

May 25, 2020

Hon. Phyillis J. Randall
Mailstop #01
Leesburg, VA 20177

Hon. Harry J. Parrish, II
9027 Center St.
Manassas, VA 2011

Hon. Ann Wheeler
1 County Complex Court
Prince William, VA 22192

Hon. Jeffrey C. McKay
12000 Government Center Parkway, Suite 530
Fairfax, VA 22035

Hon. Katie Cristol
2100 Clarendon Blvd. Suite 300
Arlington, VA 22201

Hon. Derrick R. Wood
17739 Main St., Suite 200
Dumfries, VA 22026

Hon. David L. Meyer
10455 Armstrong St.
Fairfax, VA 22030

Hon. David F. Snyder
300 Park Ave.
Falls Church, VA 22046

Hon. Justin Wilson
301 King Street, Room 2300
Alexandria, VA 22314

Hon. Jeanette Rishell
One Park Center Court
Manassas Park, VA 20111-2395

Mr. James P. Kolb, Jr.
5247 Canard St.
Alexandria, VA 22312

Ms. Mary Hynes
1503 N Highland St.
Arlington, VA 22201

Ms. Jennifer Mitchell
600 East Main St., Suite 2102
Richmond, VA 23219

Ms. Helen Cuervo
4975 Alliance Drive
Fairfax, Virginia 22030

Re: NVTA Six-Year Plan

Dear Chair Randall and members of the NVTA Board:

I am writing to follow up on your request for public comments on your pending proposed Six Year Plan. There are seven proposed projects in Virginia's 36th Senate District.

The projects are listed in the table below.

36th District Submitted Project List

Overall Rank	Project	Description	Request	HB599 Rank
3	Annapolis Drive U.S. 1/VA-123 Connection	Connect Annapolis Drive between U.S. 1 and VA-123	$8.0m	9
5	Widen U.S. 1 Thru Town of Dumfries	Widen and realign U.S. 1 through Town of Dumfries to construct new boulevard, construct sidewalks and paths.	$78.0M	6
10	Summit School Rd. Extension & Telegraph Rd. Widening	Connect Telegraph Road to Minnieville Rd via Summit School Drive to bypass Potomac Mills Mall.	$24.0M	7
20	U.S. 1/Richmond Highway Bus Rapid Transit	Construct bus rapid transit from Huntington Metro to Fort Belvoir	$71.0M	1
22	VRE Woodbridge Station Improvements	Construct new passenger platform for new third rail.	$2.2M	11
23	Extend Van Buren Road from VA-234 to Cardinal Drive	Planning funds for new road between VA-234 and Cardinal Drive.	$8.0M	30
25	U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir	Widen U.S. 1 to six lanes, new sidewalks, multiuse paths, and reserve space for BRT from Fort Belvoir to Hybla Valley.	$183.0M	3
30	PWC Parkway & Old Bridge Intersection Rebuild	Realign intersection to create more seamless PWC Parkway.	$30.0M	37

I requested comments from people in the 36th District and I received 103 comments to my Prince William County survey and 259 comments on my Fairfax County survey.

Here is a summary of the responses I received on the Fairfax County projects:

Fairfax County Projects		
Project	**Yes/Qualified Yes**	**No**
U.S. 1/Richmond Highway Bus Rapid Transit	172	72
U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir	174	75

These projects are **strongly** supported by the community who largely feels that Eastern Fairfax County has not received the type of infrastructure investment that has occurred in other parts of Northern Virginia. Investment in these projects coupled with the coming Federal Transit Administration New Starts Grant which is expected to cover 40% of the bus rapid transit project is going to unlock massive revitalization and benefits for this community. My constituents would greatly appreciate the NVTA continuing to prioritize these projects for investment.

The projects were rated as follows by people who responded to my Prince William County survey:

Prince William County Projects		
Project	**Yes/Qualified Yes**	**No**
Widen U.S. 1 Thru Town of Dumfries*	85	46
Annapolis Drive U.S. 1/VA-123 Connection	56	42
VRE Woodbridge Station Improvements	72	25
Summit School Rd. Extension & Telegraph Rd. Widening	55	37
PWC Parkway & Old Bridge Intersection Rebuild	36	54
Extend Van Buren Road from VA-234 to Cardinal Drive	14	86

** There was a glitch in the Dumfries question where it got asked twice for some respondents.*

As you can see, the Dumfries Widening, Annapolis Way and Woodbridge VRE improvements were favored by all respondents – especially the Woodbridge VRE project. I am not sure there is a broad understanding of the need for the Summit School Road project which is needed to improve traffic flow in that area.

The Van Buren Road project is very controversial and basically pits two large neighborhoods against each other – one mostly in favor and the other largely against. The County had proposed funding that project with local funds last year, but removed it from the bond because of the controversy. **There are a significant number of comments about this project in the attached narrative comments.** I am not sure that project is ready for an investment of taxpayer funds.

As I wrote to you, please note that U.S. 1 was originally routed to cross each creek where they become tidal with no bridges to connect neighborhoods to the east so that each peninsula into the Potomac River is effectively a series of massive cul de sacs. This means that U.S. 1 is often the only way out, north or south. The frequent, intense congestion on I-95 and the corridor has caused many home values to stagnate which in turn has caused our schools to lose competitiveness with the northern and western parts of Northern Virginia, areas that have received the bulk of state and local infrastructure investment over the last two decades. Outdated storm water infrastructure has degraded our streams. In short, governmental decisionmakers have given short shrift to this area. It is eastern Fairfax County's and Prince William County's turn for investment. Through comprehensive planning and much public involvement, over the last decade we have developed a plan.

Please consider the following points specifically related to the U.S. 1 BRT and widening in Fairfax County:

- This corridor is only seven miles from Washington, D.C., and this coupled with the U.S. 1 road widening is Fairfax County's highest priority project.
- The U.S. 1 BRT and U.S. 1 widening continued to be ranked highly - #1, #3, and #6 in congestion abatement under the TransAction HB599 criteria.

- Fairfax County's U.S. 1 Corridor currently has the largest number of bus users than any part of Northern Virginia.
- Fairfax County's recently adopted Embark rezoning plan anticipates significant new densities along this corridor within one-half mile of each transit station, rivaling the Arlington Metro Corridor. This will be one of the highest growth parts of Northern Virginia over the next decade and is the type of development we want to encourage – transit-oriented density.
- The U.S. 1 Corridor in Fairfax County has the highest concentration of pedestrian deaths ***in all of Virginia***. By way of comparison, Prince William County's stretch of U.S. 1 is the same length and has half the pedestrian deaths.

Fairfax County's U.S. 1 Pedestrian Accident Summary 2011-2018

(Per Virginia Department of Motor Vehicles)

People Involved in Crashes	Fatalities	Injuries
180	11	93

- In April 2018, Governor Ralph Northam nominated four U.S. Census tracts in the Corridor to be Opportunity Zones pursuant to the Tax Cuts and Jobs Act of 2017 recently passed by Congress. These areas are primed for redevelopment which must occur within six years to benefit.
- This project is critical to the successful functioning of Fort Belvoir, a U.S. military installation which currently has 80,000 vehicles moving on and off base each day and employs over 40,000 people, many from Prince William County and Maryland. Fort Belvoir is projected to continue to grow with the future rounds of the federal base realignment and closure (BRAC) process. Additionally, VDOT's most recent study showed that Fort Belvoir was the #3 destination for all travelers on I-95 after Washington, D.C. and Arlington County.
- This project will serve some of the highest concentrated areas of poverty and affordable housing in all of Northern Virginia, making jobs available and reachable to populations in-need.
- This project will benefit three different local jurisdictions – Fairfax County, Prince William County and Alexandria.
- This project will support the new National Army Museum located on Fort Belvoir, projected to open this year and attract 500,000 to 700,000 visitors per year. It will enhance tourism to national historic sites, including Mount Vernon Estates and Gardens, Historic Huntley, Woodlawn Plantation, Pohick Church and Gunston Hall.
- It is one of the only truly multimodal projects which will facilitate transit, road, pedestrian and cycling improvements all in one project.

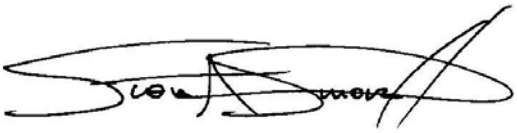
Finally, it is imperative that these projects be funded and constructed concurrently to minimize costs to our taxpayers. The U.S. 1 widening has been engineered and condemnation discussions have begun with property owners. The BRT cannot happen without the widening and constructing the widening without the BRT would be nonsensical. Please fund both of these projects concurrently. They are interdependent.

Finally, please review the 300+ narrative comments I received to get a sense of how people feel about these projects.

Again, the people of the 36th Senate District are asking you to end the years of lagging investment in the U.S. 1 Corridor and to fund these critical projects. Please read the comments and you will learn how desperate people in Eastern Fairfax and Prince William Counties are for these improvements.

Please let me know if you have any questions or need any additional information.

Sincerely Yours,



Senator Scott A. Surovell
36th District

enclosures

cc: Senator Adam P. Ebbin
Delegate Paul E. Krizek
Delegate Mark D. Sickles
Delegate Luke E. Torian
Delegate Kathy K.L. Tran
Delegate Jennifer Carroll Foy
Supervisor Dan Storck
Supervisor Rodney Lusk
Supervisor Margaret Franklin
Supervisor Andrea Bailey
Ms. Monica Backmon
Mr. Tom Biesadny
Mr. Ricardo Canizales
Ms. Holly Dougherty, Executive Director, Mount Vernon-Lee Chamber of Commerce
Ms. Edythe Kelleher, Executive Director, Southeast Fairfax Development Corporation

Fairfax County NVTA Narrative Comments

Timestamp	Name	Zip Code	How will U.S. 1 corridor improvements help make our community a better place to live?	Please leave any other comments that you would like the Board members of the Northern Virginia Transportation Authority to read before they decide how to allocate transportation construction funds
5/10/2020 14:08:51	Mr. Mac Northam	22308	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/10/2020 14:28:23	Ms Saralyn Wasserman	22310-4321	New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/10/2020 14:43:07	Mr Josh Drumwright	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Transit improvements will improve the tax base, resulting in more transit funds available in the future	BRT and widening are essential to huge swaths of northern Virginia, and should be prioritized
5/10/2020 14:48:21	Mr. Kevin Knapp	22306	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/10/2020 14:49:09	Mrs. Marci Moon	22306-1736		Since we have been in a national stay-at-home lockdown and people have been able to work from home, it seems that allowing many federal workers to work from home for most of the week would be a solution to the traffic problems in the DC area. I have read that many supervisors purchased software to monitor what employees were either working on or how much they were working on from home and therefore, this should be continued. Let people teleconference from home in addition to working from home and let's move forward in our society instead of the same old ways of spending money on highways widening etc. After all, working from home has also shown that it has led to a dramatic improvement on our air quality. Why aren't the leaders within the DC area even contemplating these actions instead of the same old tax us more and nothing improves.
5/10/2020 15:34:41	Mrs Christina Tobias-Nahi	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/10/2020 15:35:18	Mrs Julianna Castro	22150	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	These infrastructure investments are long overdue.
5/10/2020 16:03:53	Mr Richard Campbell	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/10/2020 16:08:00	Mr. Rob Yergovich	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/10/2020 17:02:21	Col (ret) Frank Cohn	22060	Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., It will relieve congestion and allow free traffic flow	Prior widening of Route ! cannot enjoy its goal until the rest of the needed construction is completed
5/10/2020 17:03:14	Dr. Arina van Breda	22308		
5/10/2020 17:39:08	Mr. Frederic Ackerson	22060-2725	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	n/a
5/10/2020 17:45:43	Mr. Emile Boyle	22015-4054	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/10/2020 19:14:51	Mr. Richard Prunchak	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	For decades transportation funds have been allocated to fast growth areas of the county and the Route 1 corridor has languished since the area is already developed and the lack of infrastructure and long range planning deterred investment. In my 30-plus years of residence in this area, the current proposed Route 1 improvement projects are the first in memory that have any possibility of coming to fruition and are the product of extensive and painstaking planning and community outreach. This is one of the two major north-south corridors in the region and as such serves not only local commuters but long distance travelers transiting through the region and those who come to visit the local attractions such as Mount Vernon, Fort Belvoir and Woodlawn Plantation. The section of highway from Woodlawn Plantation south to Lorton Road has previously been completed and the driving experience between these points has greatly improved. A similar opportunity is now before you for a section of road north of Woodlawn Plantation. Completion of the projects will also reduce the traffic burden and accidents on alternate routes such as the George Washington Parkway.
5/10/2020 21:01:23	Miss Amanda Williams	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure.	
5/10/2020 21:57:45	Mr. Mark Chernisky	20151	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., A higher percentage of residents of this corridor lack their own transportation and bus rapid transit will expand their local economic contribution. The enhanced connectivity will also help balance their personal and professional lives.	I believe developers should contribute as much as possible to undergrounding and widening, but it hasn't ever happened. So, it's pie in the sky. The Pandemic has also obviated the extreme need for modern infrastructure to residential areas. Continuity of Operations from home, is going to be top priority. With the potential HQ2 and secondary job growth, those workers will demand physically and internet savvy places. And that area is our first/closest offer.
5/10/2020 22:22:09	Ms. Tammy Mannarino	22308		I don't think that the bus lane will reduce traffic on Route 1. I think it will make things more difficult for pedestrians in our district--we already have a problem with pedestrian deaths. I think it will further divide the 2 sides of Route 1 making it more difficult to pass from one side to the other and exacerbating the economic separation.
5/10/2020 22:48:15	Mrs Annabel Baer	22306	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/11/2020 5:56:54	Dr. Michael Royfe	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/11/2020 7:00:16	Mr. Kirk Jenne	22308	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Compared to other areas in Fairfax County, the entire Route 1 corridor south of 495 has been neglected far too long. The economic benefits derived from better transit options - reducing traffic jams and bring high quality businesses - will help raise the quality of living standards in the area. We need local government to prioritize this area over others now!

5/11/2020 9:32:22	Ms. Lisa Johnson	22309	They won't improve anything. Look to make telecommuting more accessible.	Please, do not build the awful tunnel across Rt.1 to the Costco area in Hybla Valley. There is already too much drug activity right there. A tunnel would just create a convenient spot for more of the same.
5/11/2020 10:19:39	Title Tess Ailshire	22309	Few of these listed are "benefits". Increased timing of lights, aggressive enforcement of traffic laws and courtesies, and intersection improvements are needed first of all.	The more of these you fund, the more likely drivers will find it easier to ignore traffic laws and courtesies. I don't want to live in Reston or Clarendon, and that is what these proposals seek to emulate.
5/11/2020 10:44:43	Ms. Christine Culver	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Improved transit and more attractive roadway will help the Route 1 corridor "catch up" with other areas of Fairfax County and the DC suburbs.	
5/11/2020 11:48:39	Mrs. Christian Dietrich	22079	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/11/2020 12:31:37	Ms. Allison Niedbala	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/11/2020 14:14:40	Ms. Gail Vance	22306	Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	We have been living in this area for 42 years, waiting for improvements on the Route 1 corridor. Services are substandard here and traffic congestion has increased substantially. Connection to the subway is a high priority for us as retired people who would rather not drive into the city.
5/11/2020 15:04:26	Mr. Jeremiah Luttrell	22079	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/11/2020 21:57:06	Dr. Thomas Apker	22310	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Traveling without a car means I can talk to my kids more along the way.	I'd like to see more support for electric bicycles and other vulnerable road users. I'm raising four curious kids, and I would like for them to be able to get around the County safely.
5/12/2020 13:57:58	Ms Elizabeth Ebel-Nuwayser	22306	Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/12/2020 18:22:15	Ms. Lauren Sullivan	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/12/2020 18:24:51	Mr. Jason Hill	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties.	
5/12/2020 18:35:36	Ms. Sigmone Delacruz	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/12/2020 18:50:46	Mr Librado Castillo	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/12/2020 20:04:26	Mr. Ronald Engler	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/12/2020 20:23:34	Mr Richard Welshans	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure.	
5/12/2020 20:49:00	Ms. Brenna St. Pierre	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/12/2020 20:51:43	Mrs. Mimi Calogero	22306	Increased livability will raise property values for commercial and residential properties.	Leave the property of St. Louis without destruction for means of widening Rt.1 bus transit system. Change the plan to leave Popkins Lane unaffected- it's going to be a nightmare.
5/12/2020 21:51:12	Mr Robert Cumming	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	So many resources have been spent on other parts of Fairfax. We have been underserved. There is a huge opportunity for the County to do big things here. THINK BIGGER

5/13/2020 3:06:52	Ms. Sarah Mullins	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 5:14:01	Mr. David DaCrema	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 5:57:25	Ms. Andrea Fehl	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 6:22:03	Mr Julio Alvarez	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 7:03:37	Ms Cynthia Lankford	22307	New development will bring storm water improvements and other green infrastructure.	
5/13/2020 7:10:24	Ms. Molly O'Brien	22306	New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region.	Important to prioritize public transit, bike and pedestrian improvements and not just wider roads for more cars. I only support Rte 1 widening if it is for these other modes of transportation as well.
5/13/2020 7:12:55	Me. Robert Mullins	22306	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/13/2020 7:18:20	Mr Christopher Fricke	2230:	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/13/2020 7:32:03	Mr. Nicholas Guendel	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	I'm asking that the board members and NVTA consider a feasibility study in reducing Huntington Ave to 25 mph and/or reduce the two lanes in both directions to one lane with a bike lane in both directions and a central turn lane. 30 mph is too fast for the residential area with a metro. This change would also reduce 495 commuter from use Huntington Ave as a "cut through" during rush hour and promote walk ability and bike friendly roads near metros stations.
5/13/2020 7:43:13	Ms Yoshiko Sugahara	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/13/2020 8:13:13	Ms. Traci Newcomb	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 8:21:07	Mr. Casey Hartman	22303	Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Do Prince William County residents approve of their officials supporting an expensive Fairfax County project?
5/13/2020 9:06:55	Ms. Susan Frazier	22306		
5/13/2020 9:08:59	Ms. Sherry Frazier	22309		
5/13/2020 9:26:56	Ms. Audrey Alessi	22303	New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Please include bike and pedestrian access! New sidewalks have been added but making these routes bike and pedestrian friendly will ease traffic congestion and make our neighborhood a more attractive location!
5/13/2020 10:05:50	mr Stephen Whiting	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 10:45:04	Mrs Marla Hughes	22310	Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 10:46:48	Mr. Christopher Morgan	22308	The planned U.S. 1 corridor projects will decrease quality of life and should be considered deteriorations	NVTA please allocate these funds elsewhere and please do not fund the current U.S. 1 corridor capital projects plan.
5/13/2020 11:14:22	Mrs Alison Briestansky	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/13/2020 11:28:33	Mr. Jeremy Messinger	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	In expanding the BRT and Rt1 expansion, please consider appropriate crosswalks and bike accesses to reduce number of pedestrian fatalities and unsafe biking environments. Also, to reduce unsafe conditions at intersections, we need appropriate enforcement against panhandlers.
5/13/2020 11:50:29	Ms. Daphne Domingo	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	

5/13/2020 11:54:38	Ms Arlene Barnes-Dugan	22306-1807	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties.	
5/13/2020 12:05:23	Mr . Timothy Stecker	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 12:56:03	mrs DEANNA JONES	22306	Increased livability will raise property values for commercial and residential properties.	
5/13/2020 13:03:23	Mr John Lenihan	22306-1473	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/13/2020 14:03:58	Mr. Christopher McFarlane	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/13/2020 14:14:41	Mr. Gary Tiedemann	22306	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/13/2020 14:23:09	Mrs. Elizabeth Fogel	22303 and 22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	I support any and all redevelopment efforts along the route one Corredor. I have chosen to live and invest in rental real estate in this area because of its development potential. Any setback or change of course in the redevelopment of the area would be a great disappointment and would negatively impact my investments.
5/13/2020 15:17:43	Mr Roger Miksad	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 15:41:15	Ms. Diana Stewart	22306-1403	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 16:00:26	Ms Barbara Edwards	22306	The transit changes as proposed do not seem as though they will change the driving vs public transportation choices of people in our community. Traffic is beginning around 2:30 pm as parents collect children from schools and this is not a category of people who will switch to public transportation.	Please consider the very limited availability of the proposed bus lanes. And look at the trends in usage of similar lanes near potomac yard. Estimates for ridership seem inflated vs. reality of human behavior.

5/13/2020 16:01:45	None Arva A	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 16:57:24	Mr. Frederick Albert	22310	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/13/2020 17:00:55	Ms Jennifer Tulo	22306	Transit improvements will accommodate higher density and support the new people moving to this region.	
5/13/2020 22:54:41	Mr Rick Grams	22307	The question is presumptive. By the time work is completed it will have little impact.	
5/13/2020 23:06:25	Mr. Drew Gilbert	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 2:58:45	Dr Florence McAvoy	22303	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/14/2020 9:06:08	Ms. Jennifer Jones	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	
5/14/2020 10:26:18	Maj Marc Honrath	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 10:39:17	Mr Michael Gifford	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 11:15:00	Ms Suzanne Dash	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/14/2020 12:17:51	Ms Christine Baer	22310-2147	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 12:40:20	Ms. Kay Almassy	22306	Increased livability will raise property values for commercial and residential properties.	
5/14/2020 13:05:57	Mrs Gwendolyn Bragg	22308-1503	given post Covid-19 world is more density and putting everyone in a bus wise? I don't think so.	Rethink the whole idea of density
5/14/2020 13:23:09	Mrs. Sarah Glenn	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 13:33:13	Mr. Jason Kendall	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., U.S. 1 corridor improvements will be the state's example for sustainable urban development.	The U.S. 1 corridor improvements will be the state's example for sustainable urban development.
5/14/2020 13:34:57	Ms. Carole Stover	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	This is are very necessary improvements to the Rt 1 corridor and I enthusiastically support them.
5/14/2020 14:53:58	Mr. Bradley Mann	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 15:13:57	Ms Elizabeth Craver	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/14/2020 15:24:46	Mrs. Dana Jones	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/14/2020 16:29:19	Mrs Maribeth Decker	22306-3253	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 18:13:36	Mr Darren Pogoda	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 18:17:26	Mr. Fred Hussain	22026	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Improvements will serve a diverse community along the U.S. Route 1 corridor who prefer reliable public transit to access the Huntington Metro station and retail along the corridor.	The Route 1 BRT project is definitely a high-priority project that will set the foundation to bringing mass transit on this underserved corridor and expedite the planning process by coordinating with Prince William County to extend either BRT or Metro to the Dale City, Occoquan and Woodbridge communities. As for the Route 1 widening project between the Mount Vernon Costco and Fort Belvoir, I am concerned by the price tag to fund this project since it will take a lion share of the FY 2020-2025 funding and potentially delay other NVTA projects identified in this fiscal period. Therefore, I ask that the NVTA seek funding through the Congressional delegation since its a federal-designated highway and make a case that the widening project will help in the expanding the BRT to Fort Belvoir and provide a reliable mass transit option for the military who travels to Arlington, The Pentagon and D.C.
5/14/2020 18:27:00	Mr. Peter Shiller	22307	I don't think further development is appropriate. We cannot provide adequate services to those residents who are already here.	The transportation money would be better spent supporting hospitals, firefighters, abd police officers. We don't need to increase a population that is not adequately served as it is.
5/14/2020 18:52:54	Mrs. Marianne Maynard	22308	Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 19:04:58	Mrs. Judy White	22306	No do not go forward with this plan.	I do not believe that this boondoggle will add anything but more high density living and taking away current properties and businesses. I will not approve of this plan.
5/14/2020 19:57:50	Mr Alec Bennett	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 19:59:05	Mrs Pam Williams	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	

5/14/2020 20:02:18	Dr. C. Briana Bertoni	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/14/2020 20:03:12	Ms. Sherri Berthrong	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	It's time to invest in the Route One corridor!
5/14/2020 21:48:57	Mr Wesley Yeary	22308	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	Young families are already beginning to move into the region from higher cost of living areas such as Arlington and DC. Investment in the local infrastructure of Hwy 1 will create an ideal environment to foster a rejuvenation of neighborhoods with great location and character.
5/14/2020 22:43:10	Ms Jo-Ann Pascal	22306	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	I've loved vex in this area 40 years. It's only in the last recent years that I've seen any improvement on route one. Continue the work.
5/14/2020 22:52:28	Mrs Diana Shiller	2230)	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	I think the money should be used to improve the roads in general. The metro needs a lot fixing. With Coronavirus not sure if people will be taking public transportation. Better off saving money and using for other things like putting utility line underground.
5/15/2020 6:55:19	Ms Tara Miller	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/15/2020 8:29:23	Mr Ephraim Fermin	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/15/2020 8:43:06	Mrs. Kathleen Colvert	22308	Increased livability will raise property values for commercial and residential properties.	
5/15/2020 8:58:10	Mr John Mullenix	22304	Increased livability will raise property values for commercial and residential properties.	
5/15/2020 9:01:05	X Kristen Morrissy	22308	Why are we funding a project to increase density capacity during a pandemic that will alter the way people lives moving forward and create a societal move away from supporting density.	The bus lane in Del Ray and north is never used. I never see buses, never see people waiting for buses, it just creates More traffic by restricting the flow of traffic. Life after Covid will undeniably shift people away from mass transit. Spend the money supporting our new needs. Know when to quit. Just because you put time and effort into this project doesn't mean it's worth pushing through in light of recent events. If you won't commit to opening schools how can you commit to a new mass transit scheme.

5/15/2020 9:06:29	Mr. Nicholas Ciufo	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/15/2020 9:22:42	Mrs. Doris Gainer	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/15/2020 9:33:41	Mr. Timothy Ceder	22301	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Bicycle infrastructure and safe pedestrian options will increase quality of life for all.	Widening is not the answer. It will just move traffic somewhere else. Focus on bicycle infrastructure and high-quality, readily-available public transit. Be the future, not the past.
5/15/2020 9:35:23	Mr. Kenneth Roberts	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	The Richmond Highway Corridor is very important to the southern part of the county. It has not been significantly improved/updated in decades, while other parts of the county have seen much greater attention and more improvements. With the arrival of Amazon it's time to focus here.
5/15/2020 9:48:12	Ms. Kami Bosworth	22309	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/15/2020 11:23:13	Ms Agnes Artemel	22171	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/15/2020 11:28:57	Dr. Michael Haltzel	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/15/2020 13:19:56	Mrs. Carolyn Griglione	22304	I doubt that any of these will happen.	
5/15/2020 14:36:13	Mr Azizul Choudhury	22393	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/15/2020 15:39:26	Ms J Dailey	22307	It will relieve heavy traffic on the GW Parkway which is not designed to handle this much traffic	
5/15/2020 15:54:44	Mr. James Polhamus	20155	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/15/2020 20:27:17	Mr. David Eccard	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/16/2020 8:01:21	Mr Mike Manion	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/16/2020 11:44:48	Mr. Matthew Cain	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/16/2020 12:56:08	Mr. Holden Madison	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Please preserve funding for these crucial projects along the Route 1 corridor (Huntington to Ft. Belvoir). I am already really pleased with the work done south of Ft. Belvoir - I am hoping we can build on this progeess to include more bike lanes & sidewalks in 22309/22306. Putting the powerlines underground would greatly improve quality of life. Thank you for your time and attention!
5/16/2020 13:19:40	Ms. Erika Christ86	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Will help support increase in local tourism in South County/Mount Vernon District with the opening of the National Army Museum.	Between the influx of new people/families at the north end of Route 1 due to Amazon, the continued growth of Fort Belvoir, and Visit Fairfax's plans to promote South County/Mount Vernon District as a major tourism destination, we need better roads and public transport along the Richmond Highway corridor. Thanks for your consideration.
5/16/2020 16:02:18	Ms. Arica Young	22307	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/17/2020 4:41:55	Mr. Mohammad Ali	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/17/2020 9:31:48	Mr. John Hannon	22306	It will not help residents along the Hybla Valley corridor. The project is intended to help Prince William County residents get to Alexandria.	

5/18/2020 9:20:10	Ms. Barbara Roesmann	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region.	This part of Fairfax County has seemed to be a lower priority for transportation funding for the last two decades. The new development and employment to be generated by Amazon and the already established employment / commuting patterns created by Fort Belvoir combine to make the Route 1 corridor more congested—and thus, even more in need of improved and added transportation infrastructure and options.
5/18/2020 14:20:51	Mr. Teddy Gedamu	22310	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., it will help lower income residents benefit from economic development activities within the region. The Rt.1 corridor has been neglected in comparison to wealthier parts of the county and metro area. With employers like Amazon and others in the area, its vitally important that job opportunities are made available to all and this critical infrastucture is necessary for Rt. 1 residents to have access.	As a resident of the Rt. 1 area, I am strongly in favor of transportation resources being prioritized to this area. There has been tremendous economic development activity in this area and this infrastructure is necessary for all residents (regardless of socioeconomic status) to benefit.
5/19/2020 7:46:40	Dr Kristofer Lasko	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/19/2020 7:49:16	Dr. Nicole Motzer	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	S-E Fairfax county is sorely in need of these funds. This region represents a significant opportunity for development and revenue growth in the county.
5/19/2020 16:47:05	Mr. Alexander Cline	22305	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/19/2020 17:04:49	Colonel USAF (Retired) Katherine Ward	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., All of the above	The time us now to improve this historic part of the County
5/20/2020 7:05:16	Ms. Angelica Valdez	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure.	

5/20/2020 9:44:08	Mr. Paul Mehler	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	No. 1 priority should be widening Rt 1 between Costco and Ft Belvoir
5/20/2020 9:44:13	mr Stephen Kulinski	22314	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	Please think to the future for our children and utilize the Revitalize the route one corridor, it is the greenest option
5/20/2020 9:47:07	Mrs Angeline Campbell	22031-2007	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/20/2020 9:47:43	Ms Liz Murphy	22150	New development will bring storm water improvements and other green infrastructure., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 10:03:03	Ms Elizabeth Richelieu	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 10:05:59	Dr. James Carpenter	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 10:10:08	Mr. William Foote	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., BRT helps ease the impact of such density on the environment	The Rte1 corridor is vital to transportation in our community. If we can continue to invest in that route it will ease congestion, give commuters new options, and help the environment. This in turn will attract businesses to the area. I watched this happen in Arlington in the early 2000s' from Courthouse to Clarendon.
5/20/2020 10:12:12	Ms Janis Smith	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Widening Rt 1 to Ft Belvoir is essential. The daily traffic buildup is outrageous.

5/20/2020 10:17:44	Mr. Lee Jenkins	22306	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Thank you for distributing this survey!
5/20/2020 10:23:25	Mr. JOHN CARLSON	223062703	Increased livability will raise property values for commercial and residential properties.	Indefinitely suspend BRT Funding. Regardless of what the studies say every time I see a bus (all the various lines) on Richmond Hwy it appears empty. I suspect that the studies are flawed of unduly biased. Check it out yuourself.
5/20/2020 10:33:20	Ms Laila Ouhamou	22315	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 10:48:16	Dr. Larry Zaragoza	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	In order to enhance Route 1 in Alexandria, we really need Metro or light rail. BRT may be helpful but it can easily come and go. Rail will be seen as a game changer to businesses who are investing significant resources and they are far more likely to invest when the infrastructure to move people into the areas is present (for example, see Tysons Corner or the Clarendon corridor in Arlington).
5/20/2020 11:22:17	Ms Ellen Young	22307	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 11:28:37	Ms. Elisabeth Murawski	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	Please weigh improvements so that they don't backfire and have a negative impact on workers and their families, e.g., force them out by "gentrifying."
5/20/2020 11:46:17	Mr J Commeree	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	US Rte 1 is the original US Highway, from the 1950's. It's well past the time to modernize it for overall safety and to accommodate the changes and growth that has occurred over the past 6-7 decades.
5/20/2020 11:55:18	Mr. David McNally	22308-1225	New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	Improving bus service in particular is key to employment and overall economic vitality, especially as many workers in the service and other lower-paid occupations cannot afford close-in housing and must commute by public transportation.
5/20/2020 11:59:14	Mr Rob Yergovich	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/20/2020 12:06:35	Mr. Ron Giovannucci	22308	Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 12:08:50	Mr. Jan Opper	22315	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	NVTA needs to consider pandemic and post-pandemic effects on mass transportation usage, which may be negative. This will affect roads vs. transit decisions. Increasing electric vehicle charging stations may help reduce pollution but not help road conditions.
5/20/2020 12:33:30	Mr. Emile Boyle	22015	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Allocate funds based on need. I've been all over the county and the RT 1 corridor has the greatest need.
5/20/2020 12:52:12	Mr. Robert Smith	22314	New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Work on Route One make it safer	I do a lot of shopping in Route one shops/stores. It needs a complete modernization to reduce traffic backups, make it safer for pedestrians and attract new businesses
5/20/2020 13:51:31	Ms. Taí Coates	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Prioritizing our public transportation and how it adapts during COVID-19 should be of the utmost importance to ensure that the Northern corridor of VA continues to succeed.
5/20/2020 14:02:50	Mr. Sean Nolan	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	Route 1 in this area has been neglected for quite some time. It is good that this is getting done, and will help reduce racial disparities by providing better transportation to the high number of minorities living along the corridor.
5/20/2020 14:54:05	LTC, USAR, Retired Mary Brokenborough	22303	Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	The Rout 1 corridor between the 495 and Woodlawn has been neglected long enough. This is a prime location with easy access to 495/95, the WB, National Harbor and Old Town. However, when you drive down Rout 1 it looks like crap compared to locations such as Potomac Yards, Kingstown, Old Town, and neighboring sections of Arlington. Please help us build a community we can all be proud to live in.
5/20/2020 14:59:22	Mr. Pete Sitnik	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., It will help raise standards of living for all that live in the MV Lee Districts.	I find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HB599 Rank) should take priority over the overall ranking.

5/20/2020 15:03:11	Mr. Randy Hardee	22307	Increased livability will raise property values for commercial and residential properties., These look like real leaps of faith. Our density is plenty high already.	I am in favor of anything which eases congestion on Rt 1. Start with coordinating and timing the lights. Traffic has gotten so bad on Rt. 1 that Ft. Hunt Road has become the Rt. 1 bypass, and it is jammed at rush hour and on weekends. What would undergrounding utilities accomplish, besides creating traffic jams when lanes are closed for underground utilities maintenance?
5/20/2020 15:07:38	Mr Hank Hart	22309-3030	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Eliminate as many left hand turns off rt1. Use U turns to get back to a X (like Cal).
5/20/2020 15:27:00	Mrs. Gretchen Walzl	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 15:37:41	Mrs Pam Williams	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	I feel the improvements to the Rt 1 corridor, the whole cohesive plan, not piecemeal, brings this somewhat neglected area of Fairfax County into the 21st century. To work, the entirety of this funding needs to be in place. As it is, this is only the beginning of the improvements process so we need to get it moving along.
5/20/2020 15:38:16	MS Angela Anderson	22307	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	More public transportation, less roads!
5/20/2020 15:40:56	Mr. Peter Aliferis	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	The VDOT ranking is inconsistent with the need for roads in Mount Vernon District. These two projects are fundamental to improvement in economic growth in Mount Vernon District. The NVTA rankings HB 599 should take priority over the proposed ranking.
5/20/2020 16:11:54	Ms. Cathy Hosek	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Transit improvements will benefit residents from all walks of life, and will bring the Richmond Highway Corridor into the 21st century.	Thank you for all your work on modernizing and improving the transportation options on the Richmond Highway corridor.I have lived here since 1989 and an so excited for the future.

5/20/2020 16:34:13	Mr. Brian Broadhead	22079	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	Improving the route 1 corridor is an investment in the future of the entire area via smart growth with density near transit.
5/20/2020 16:46:21	mrs kelli weiss	22306	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/20/2020 17:19:28	Mr. David Hastie	22308	Transit improvements will accommodate higher density and support the new people moving to this region.	
5/20/2020 17:47:06	Mr. Alex Vanegas	20112	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	When reviewing the various projects for approval please take a global approach to value each project not solely based on a municipality's request for an transportation improvement within their jurisdiction, but rather how it improves the transportation network within the region as a whole. The BRT projects along the Rt. 1 corridor are essential to reducing vehicle trips and mitigating congestion during peak demand for using transportation facilities.
5/20/2020 18:07:23	Mr. Jon Kandel	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	The U.S. 1/Richmond Highway Bus Rapid Transit project and U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir projects are critical to creating better roadways and better transit. The NVTA ranking is a more accurate gauge of need than the overall ranking.
5/20/2020 18:21:14	Ms Allie Miller	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties.	
5/20/2020 20:23:37	Miss vannessa anderson	22309	New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/20/2020 21:13:48	MS. Ann Rowan	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Richmond Highway widening. Bus Rapid Transit (BRT). We find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HB599 Rank) should take priority over the overall ranking
5/20/2020 21:58:55	Ambassador B. Lynn Pascoe	22303	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Our members think the ranking of these projects is not consistent with the urgent need to improve the Richmond Highway corridor. They are critical to the revitalization and economic development of the corridor and will bring a major benefit to all of the southern part of the county. The NVTA ranking should take priority.

5/20/2020 22:06:01	Mr. Drew Gilbert	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	The widening of Route 1 and the BRT system should be a priority with the arrival of Amazon HQ2 and the Virginia Tech campus, both of which will be located just off of Route 1. Attracting the Amazon employees (who must have an average salary of $150K to fulfill their commitment to Arlington/the state), the workers at the Virginia Tech campus and any other companies that will build here because of them should be a primary focus of bringing them to the Route 1 corridor. Allowing them to take Route 1 directly into work, the metro, BRT, and even the GW Pakway into Arlington/Potomac Yard should be a major selling point. The widening of Route 1 and the BRT in conjunction with the Embark Richmond Highway project would be a game changer for the Route 1 corridor and bring much needed change to an area often left behind.
5/20/2020 23:27:52	Mr. Chris Lukawski	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Are there planned improvements for the Telegraph/495/Duke St interchange in advance of the new developments near Eisenhower Metro?
5/21/2020 9:25:23	Mr. Jim Klein	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Funding Route 1 corridor improvements is critical for the equitable distribution of regional resources. Stop favoring Tysons Corner and western Fairfax over southern Fairfax in your priorities. The time is now to improve the Route 1 Corridor for the benefit of everyone in the region.
5/21/2020 11:16:31	Mr. Benjamin Bryant	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/21/2020 13:24:40	Mr. Robert Farmer	22306	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/21/2020 14:01:01	Mrs. Marjorie Roddy	22308	New development will bring storm water improvements and other green infrastructure.	My chief concern is storm water runoff in Stratford and many residential areas that were developed in the 1960's. The present system, which is controlled by VDOT, must be updated to remediate the damage caused to Little Hunting Creek and the Chesapeake Bay Watershed, by improper storm water management. Storm water runoff from Wakefield Street and the surrounding area is collected and directed into seven large culverts which pour into a "V ditch". The ditch is paved with concrete that measures twelve feet wide and 300 yards long. Water pouring into the ditch flows over the concrete and is not filtered or treated in any way before flowing into the Little Hunting Creek at the end of the street. Environmental science tells us that runoff occurs whenever rainwater falls on hardened surfaces including roads, driveways, roofs etc. Runoff picks up pollutants and deposits them in waterways. These pollutants include: Trash and litter discarded in the street Nitrogen and phosphorous from lawn fertilizers and air pollution that settles on the ground Fecal bacteria, viruses and other pathogens from animal waste (primarily pets) Oil and toxic petroleum products from vehicles and driveway sealants Pesticides and herbicides used on lawns and around buildings Road salt Dirt from the banks of the V ditch Toxic metals including copper, zinc, lead
5/21/2020 17:51:11	Ms Joyce Corbin	22308	Cannot assume transit improvements will be utilized to lessen traffic volume on Route 1. Flow from Maryland traveling to Ft Belvoir and other government facilities has had a major negative impact since BRAC and is overflowing into the outlying communities, especially Mt Vernon/Fort Hunt area. Unfortunately, folks traveling over the bridge are not going to park and ride right after leaving the beltway to take public transportation south to Ft Belvoir and other agencies in the Newington/Springfield/Lorton area. Transit improvements will accommodate higher density and support the new people moving to this region. New development without consideration to infrastructure first has caused transportation issues. It is not feasible to continue building multiuse complexes that add to the population without having a reasonable percentage of infrastructure in place prior to building. Fairfax County has done the construction projects backwards. There already is a major problem at the intersection of North/South Kings Highway and Route One yet where there is a new multiuse complex being constructed there is nothing being worked prior to the opening for the influx of traffic. To assume those living there/new residents will be utilizing public transportation is inaccurate. I completely disagree with the increased livability raising property values. That is just another way to blindly 'justify' raising taxes. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies That is not going to be achieved until the demographics along the Route One Corridor is changed. Currently it is known to be lower income households lining the corridor which is proven by the	
5/21/2020 21:39:31	Mr Ty Jackson	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region.	
5/21/2020 22:52:45	Mr. Mark Husband	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties.	
5/22/2020 3:01:37	Ms. Christina Gustavsson	22307	If you want to attract Millenials and Gen-Zs, you need to spend money on green, public transport -- not keep spending money on roads that require cars & gas.	Please prioritize planning and funding for expanded, improved public transport and bike lanes. If our community and public leaders really care about reducing commute time and attracting employers and new residents, then we need to provide viable alternatives to individuals driving their own cars everywhere, all the time. Until we provide better options, road congestion is always going to be a major problem in NOVA.

5/22/2020 9:04:45	Ms Kay Bushman	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	We find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HB599 Rank) should take priority over the overall ranking.
5/22/2020 10:00:44	Ms. Lee Chapla	22308	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 10:15:39	Mr. Michael Rioux	22307	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/22/2020 10:35:45	Mrs Martha Kelly	22306	Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 10:36:26	Mr Roy Finno	22310	It won't. It will just introduce new problems.	Where will people using bus rapid transit park? People will drive their cars to Route 1 and just then need to park their cars, before using BRT. I can see church parking lots, mall parking lots etc filling up making it almost impossible for patrons of these facilities to park.
5/22/2020 10:37:22	Mrs. Ruthie Cody	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/22/2020 10:48:39	Mrs. Marianne Soos	22306		Among other negative consequences, the proposed widening of Route 1 would drastically uproot and infringe on private property, commercial establishments, and other long-standing entities in the Rt 1 area.
5/22/2020 10:51:34	COL Chris Robertson	22306	Route 1 improvements will just snarl traffic. That useless bus lane in Alexandria/crystal city is a giant waste of taxpayer money and space. JUst sit their and watch how little it gets used. Completely stupid. and trafic flows even slower now to support a handful of people on a bus occasionally.	Widening of Route 1 project is ridiculous. Reduced left turns, reduced traffic flow, no bus pullouts for regular buses, disruption to everyone except Congressman Beyer's business (shocker) . Put is a decent sidewalk and an accompanying bike lanes on each side of the road (like the Mount Vernon trail) and even underground the utilities, add some more bus pull outs and you will have a great solution. The dedicated bus lane is a TOTAL waste of space and money.
5/22/2020 10:55:10	Mr. Benjamin Morris	22306	This question is horribly worded and leading.	The most pressing issue on this part of the Rt 1 corridor is congestion caused by traffic light design issues at the N. Kings Hwy (VA-241) and Rt 1 intersection, and the Huntington Ave and Rt 1 intersection. These lights stop traffic from entering and exiting the Beltway and proceeding. As the population continues to grow, these problems will become exacerbated. The BRT changes mimic designs implemented on Rt 1 in Potomac Yards, which have turned Del Ray into a parking lot for several hours every workday. The BRT 'improvements' will increase congestion by encouraging traffic through residential neighborhoods, making the entire area less safe for everyone, pedestrians and vehicles alike.
5/22/2020 11:08:52	Ms. Sahlem Deutschmann	22314		No funds for road project.

5/22/2020 11:09:51	Dr. CATHERINE RASTOVSKI	22306		If I wanted to live in Arlington I would have moved there. Not everyone want to be surrounded by high rises. And how are the lower income residents who will be displaced or proved out of the area going to be helped?
5/22/2020 11:15:05	Mr. Martin Tillett	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region.	Richmond highway has been long neglected while the Transportation Authority has prioritized projects elsewhere in Fairfax County. It is time for a renewed focus on this part of Fairfax County in order to attain equity with other areas of the county.
5/22/2020 11:15:11	Ms. Heather Webb	22306		
5/22/2020 11:22:58	Dr sarah oneill	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 11:24:08	Ms. Christine Taylor	22306		
5/22/2020 11:28:07	Mrs. Renee' Brown	22193	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Transportation is necessary for economic growth and strategic development for communities surrounding the Interconnected metropolitan areas. “#SWOT”
5/22/2020 11:39:50	Mrs Maria Vacante	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 11:40:25	Mrs Kimberly Doering	22306		
5/22/2020 11:52:04	Ms. Rina Duda	22308	New development will bring storm water improvements and other green infrastructure.	The size of the construction is too small, not worth the cost
5/22/2020 12:08:11	Mr Jerome Surovell	22303	It won’t. It’s a great place to live as-is. You don’t need to change anything simply because you’re holding a political office and want to toot your own horn to say that you “did something”.	Focus on repairing what’s broken, not building something new.
5/22/2020 12:08:54	Ms. Regina Patente	22308		Please do not take property from St. Louis School or parish. That land is being put to good use.
5/22/2020 12:42:09	Mrs. Martha Amari	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	Please don’t waste taxpayer money on BRT. There will never be $ for Metro to extend down Route 1 and we do not need stations in the middle of the road for buses! Widening Route 1 would help the traffic to flow better and using the BRT funds to put utilities underground would be advantageous to all.
5/22/2020 12:43:58	Ms Lisa Didden	22306	I don't agree that the proposed transit improvements for Route 1 will really benefit anyone in our community. The proposed bus lanes take away historic church property from St. Louis Catholic church at the Popkins Lane intersection. This is a sacrifice of hallowed ground in the name of progress and it is unacceptable to me.	I don't agree that the proposed transit improvements for Route 1 will really benefit anyone in our community. The proposed bus lanes take away historic church property from St. Louis Catholic church at the Popkins Lane intersection. This is a sacrifice of hallowed ground in the name of progress and it is unacceptable to me. In addition, in these times of Covid-19 restrictions, it is uncertain how long it will take before citizens will use mass transportation to/from work. The demand for such bus services has completely diminished, and there is no need to spend taxpayer funding on these kinds of "improvements" at this time.

5/22/2020 12:50:12	Dr. Scott Klempner	22310		Re: FFX-98. People don't want higher density or wider roads with less driving space. It doesn't match how people in the real world live, work, dine, and congregate. Please don't shove trendy, expensive, and ultimately impractical ideas down the throats of the residents you serve. High density planning may make a place more livable on paper, but it utterly repels outside visitors who bring in external tax dollars. Arlington - a much more dense county - is a driving nightmare for visitors. Have the Rte 1 transit improvements near the Airport really improved livability? The mixed res/retail areas are great, but I assert that the transit lane doesn't improve anything. Why bring that mess to Route 1?
5/22/2020 12:51:23	Mr. & aMrs. Paul Hosmer	22306		Please do not fund any project that will impact the StLouis Catholic Church campus
5/22/2020 12:55:24	Mrs Lisa Ververs	22315	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	
5/22/2020 13:01:35	Mr. Richard Hayden	22308	A bus lane will not help. No one will ride it. We do not need any more density.	This is a waste of taxpayer funds that will not benefit current residents and only marginally benefit future residents if medium to high density development is allowed on Route 1. It will be costly, disruptive and of little to no benefit to area residents.
5/22/2020 13:01:36	Mx. SUZANNE MURTHA	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Transit improvements will improve environmental impact of movement	The Rt. 1 corridor is an often neglected part of the county. While the wealthier communities alll have access to transit and the long term impacts of highly ranked schools. The equity aspects of improving the Rt. 1 corridor are hard to ignore. Improved transit makes everyone's lives better. Do it. Also, please take care off St. Louis Church and its facilities. St. Louis is a bedrock for this community. The school and community cares for thousands of families with education, food, housing and with sprritual support.
5/22/2020 13:02:54	Mr Eugenio Fuscher	22315	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 13:26:40	Dr Paul Piontkowski	22306		Small buss and churches affected by shut down
5/22/2020 13:35:41	Mr. Tom Rickert	22303	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	Too much density in Huntington will create new transportation problems, I'm for redevelopment but not as dense as proposed
5/22/2020 13:45:56	Mr. William Brinley	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	the number one priority needs to be the Route 1 corridor. For years, the other areas of Fairfax County have been upgraded and revitalized while this area has languished. It shows in the caliber of schools as well as public amenities and is concentrating poverty in this area. To avoid long term detrimental problems, the Route 1 Corridor needs to be provided with transportation updates and upgrades. This will allow a synergistic effect with National Harbor and Old Town which will provide more ROI than continued expansion in other areas.
5/22/2020 13:49:23	Mrs Amanda Vanice	22303	Increased livability will raise property values for commercial and residential properties., Having the bus system should increase foot traffic which would lead to infrastructure that is more friendly and nice looking.	Something we should always keep in mind with these projects is walkabllility. We can't have a nice bus route all the way down without good ways to cross the street or get to stores on foot. People don't want to walk without any barriers next to fast traffic or through busy parking lots.

5/22/2020 13:51:25	Mr. Brian Palazzolo	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	Rt 1 between Costco & Ft Belvoir is the last 2 lane section between Arlington & PW Counties. It's a bottleneck and should be much higher than #25! This is why I voted for these funds! Let's get this last section DONE!
5/22/2020 13:52:15	Mr. John Heck	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 14:03:00	Mr. Joseph Feild	22309	Don't do it!!!!!	Please DO NOT DO THE BUS LANES! It is completely against all businesses and residents who live along the corridor. And you know it.
5/22/2020 14:23:34	Mr Michael Hunter	22306		Lower taxes so we have more purchasing power to spur private investment
5/22/2020 14:32:22	Mr. Christopher Sheedy	22310	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	
5/22/2020 15:31:45	Mr John Leitzke	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/22/2020 15:57:21	Ms Maureen Owens	22309	Transit improvements will accommodate higher density and support the new people moving to this region.	
5/22/2020 16:05:44	Mr, Francis Innis	22309	Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 16:18:15	Ms. Theresa Thoman	22310	Transit improvements will accommodate higher density and support the new people moving to this region., That is not necessarily a good thing. More people, just means, more traffic.	The widening of Route 1 near Popkins Lane will destroy a historical church building,remove a building that is used to help people, teach children and help the grieving. Please don't harm St. Louis Church property!
5/22/2020 16:46:00	Mrs. Karen Miller	22309	The route 1 corridor is already too crowded. Our schools and infrastructure cannot support increased density	
5/22/2020 16:53:26	Mrs Dung Nguyen	22306		Did not see project help for car traffic but just a lane for express bus, local bus still sharing road with car, some local Street turn have to make U turn at new intersection that take more time and traffic jam at intersection. New express bus only run by certain time other wise the bus lane is empty while we need more lane for car.(sample is rt 1 in Alexandria city) .the project do cut in to historic land mark like St. Louis Church, school and community center and lot of personal property. At this time all that money can use for other important project than bus lane.
5/22/2020 17:16:18	Mrs. Dorothy Longo	22315	New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/22/2020 17:30:39	Mr. Keith Davey	22309-1592	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region.	

5/22/2020 18:15:49	Mr. Lee Craft	22153	Improvements are poorly thought out. Simply being a Tysons cookie cutter development does not improve the lives of those who live on the Rt 1 corridor and in most cases either makes living normal life around Rt 1 harder or runs existing residents out because rent/mortgage becomes too expensive.	BRT has no true reason to exist at its end point. It does not appear to have a large commuter lot at the Belvoir end to encourage PW and Stafford county commuters to park and ride. And I'm not sure that would benefit Fairfax County anyway.Additionally Covid may have changed all of your calculations. There may become far less of a need for those Millenials and Gen Z to ride into DC at all, Covid has forced HR and management departments to be cool with working from home. As far as the associated redevelopment , Rt 1 corridor does not seem to have the resources to be an edge city as it is not farmland and has been developed for decades, even longer than Tysons. The corridor currently allows a section of less affluent people means to live in the county independently rather than having to be "socialized" in affordable county administered housing- which will never have the capacity to house the number run out by transportation driven gentrification.
5/22/2020 18:40:27	Mx. Janet McMillan	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/22/2020 19:02:16	Me Mike Sprung	22315		Each of these projects requires serious rethought in the wake of COVID-19. Commuting and travel patterns have, and will, be drastically altered as a result. Telework will grow immensely and necessitate very different thinking than when these projects were designed.
5/22/2020 19:25:11	Mrs. Kirstin Deimel	22308	Transit improvements will accommodate higher density and support the new people moving to this region.	Walsh Hall (on the corner of Popkins Lane and Hwy 1) was the original building for the Saint Louis Catholic Community. It should not be removed during the road projects.
5/22/2020 20:57:19	Mrs Pauline Wade	22306	Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	The map shows Popkins Lane to be closed to the general public. How are you planning for emergency at both schools since there is no outlet at the other end of Popkins Lane. Do you know how the school, Church will be serviced in case of emergencies, how long will it take to snake all the teaffic thru the side streets. Will home owners agree. Just wondering.
5/23/2020 7:47:55	mathdc@yahoo.com Dan Matheis	22309	I don't know that any of the promises of the improvements will come to fruition.	If you want to improve Route 1, DO NOT widen and add bus lane down the middle. add pull ins along the sides. Adding middle lane super disruptive, unnecessary, and their are better and cheaper ways to accomplish goals. You plan on taking private property, destroying homes and businesses and destroying historic areas including St. Louis Catholic School I don't see the bus lane along Route 1 from Old Town to Arlington being used nearly enough and plus it just stops. Don't repeat your mistakes in the name of progress.
5/23/2020 8:44:22	Mrs. Carla Brooks	22303	Increased livability will raise property values for commercial and residential properties.	Please respect church properties
5/23/2020 8:44:23	Mr Joshua Delmonico	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	

5/23/2020 8:50:10	Mrs Sarah Kallassy	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.	
5/23/2020 9:37:14	Ms. Nikisha Reid	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/23/2020 9:59:07	Mrs. Mary Brigid Cahill	22309	there will be no benefit to the 300,000 people who travel the road only the 18,000 people that ride a bus, until the project addresses how it is going to handle traffic from Maryland through the corridor to Ft. Belvoir, this project should not go forward	take a REAL poll of ALL residents that will be effected by the disruption to traffic on Route 1 BOTH during the construction but MAINLY after - when there is only 4 lanes of traffic and buses are controlling ALL intersections and crossovers favor 18,000 people and not the 300,000 people that normally travel on this route to work - going to DC, Arlington, local jobs, and Maryland.
5/23/2020 10:20:32	Mr. John Chuma	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties.	Please do not take property from Saint Louis Parish. Both the church and the school have been an important part of the Groveton area community for many years and continue to give back to this day. If winding the road is necessary for rapid bus transit, there must be ways to route the project that would not take the hillside from Saint Louis, thus placing the church and rectory in danger or being too close to the road.
5/23/2020 10:48:54	Mrs Virginia Hoover	22310	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/23/2020 14:47:57	Ms Susan Marino	22315	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	
5/23/2020 16:54:43	Mr. Jim Walton	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Vastly improve pedestrian, bicycle, and vehicle safety on one of Virginia's most dangerous roads.	This urban section Route 1 has been neglected for nearly 50 years and is decades overdue for modernization of traffic, business, pedestrian and bicycle flow and badly needed safety and quality of life improvements for all those who live, work, play, commute and transient here.
5/23/2020 17:14:32	Mrs. Kathy HRECHKA	22306	Current bus routing is just fine.	Do not change Popkins Lane intersecting Rt.1. 2 schools affected, and my church will be disrupted. (Bryant, St. Louis school and church) 22306
5/23/2020 19:04:21	Mrs. Angela Weber	22306		
5/23/2020 21:55:02	Mr John Stinson	22315	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	

5/24/2020 8:06:02	Mrs. Rhonda Lockard	838223		
5/24/2020 8:44:12	Mr. Jeff Morningstar	22309		No, Do not fund the US 1 widing project
5/24/2020 13:30:05	Mr. Anthony Granado	22310	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties.	
5/24/2020 14:22:14	Mr. Bob Blohm	22309	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., Tax base for the southern part of Fairfax County will increase providing more money for schools and other infrastructure projects	
5/24/2020 18:07:28	Mr. Thomas Niedbala	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	BRT Transit improvements also boost other forms of transport, such as bicycling, by providing linkages that permit bicyclists to make longer trips and thus reducing the dependence on cars alone. Bicycling and mass transportation work together well as a way to improve community liveability. Reductions in reliance on single- occupancy vehicles will reduce pollution and improve health for the community. BRT promotes more bicycling, making it easier for commuters to both access transit on an express basis, via the BRT, and extend their commute at the other end on bicycle, even in a mixed density suburban environment.
5/24/2020 20:09:40	Ms. Erica Hershler	22306	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.	
5/25/2020 8:58:31	Mr Patrick Wheatley	22079	Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., BRT in the evenings running among new developments will reduce DUIs	
5/25/2020 16:11:52	Mr. John Bioty	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.	Tre Stratford Landing Citizens Association (SLCA) finds the current overall ranking of Bus Transportation from Huntington to Ft Belvoir (Ranked #20) and Improvements to Highway 1 i.e. Widening U.S. 1 to six lanes, new sidewalks, multi-use paths, etc. (Ranked 25) to be inconsistent with the actual need to create better roadways and transportation capability in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the Mount Vernon District. The NVTA ranking (HB599 Rank) #1 for Bus Transportation and # 3 for Route 1 Improvements should take priority over the overall ranking.
5/25/2020 16:25:31	Mrs. Douglas Woodward	22308	New development will bring storm water improvements and other green infrastructure.	Need eventual extension of Yellow Line from Huntington to Woodbridge
5/25/2020 21:11:11	Mr. Matthew Spierenburg	22303		The PDF document provided for the BRT does not provide sufficient detail to make an informed decision. It provides the new width of the road, but does not specify the current width of the road at various points nor does it specify what businesses, residential areas, and churches (primarily St. Louis Catholic Church on Popkins Lane) will be impacted by the project. Please provide additional detail on the specific impacts so that a better decision can be made.

5/26/2020 11:42:21	Mr. Brian Nienaber	22308	Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties.	I am an active parishioner and school parent at St. Louis parish on the corner of Route 1 and Popkins. An earlier version of these plans included seizing part of our parish lands. I am very much opposed to this action.

Prince William County NVTA Narrative Comments

Timestamp	Name	Zip Code	What other information would you like to share with NVTA?
5/10/2020 14:11:10	Mrs Cindy Hurrle	22191	Us 1 and 95/occoquan should be priority #1 due to the amount of cars that travel they everyday. Commuting needs to be efficient to help with the Ease of working in this area, the environment and mental health.
5/10/2020 14:20:34	Mr Luis Albisu	22191	Please complete the work in North Woodbridge including one project that's not on the list. Phase 2 of the Rt 1 widening in North Woodbridge to build an overpass over Rt 1 has disappeared from any of the plans. Otherwise, I've noted my choices above.
5/10/2020 14:38:57	Mrs. Tricia Rampersad	22026	Travel Routes in Town of Dumfries are not sufficient with current traffic load and will become more condensed with ongoing development in Dumfries and MCB Quantico. U.S. Route 1 is a main thoroughfare and alternative to I-95 in PWC. Any transportation and road projects on this route are top priority in order to maintain quality of life and make PWC a preferred commercial and residential location.
5/10/2020 14:54:57	Mrs Marcia Moon	22191	We need to use option of working from home and teleconferencing. Since the national stay-at-home lockdown many this has becoming a viable option along with teleconferencing. Many supv have purchased sofware to monitor their employees working from home. Also, this short time has revealed that our atmosphere has improved due to less cars on the road. Let people work from home and maybe require they come in one to two days a week. Pols need to think outside of the box with new solutions instead to the same on tax and spend for new roads that don't help us or the enviornment. This Covid-19 situation has proven this will work and is the way the future should go.
5/10/2020 15:50:53	Ms. Deborah Tompkins Johnson	22191	The state and its agencies and the County need to prioritize roads in order to enable economic development in eastern Prince William.
5/10/2020 16:39:29	Ms. Jo Scott	22192	The biggest bottleneck is at I95 and Rt 123 crossing the Occoquan. Anything to alleviate that bottleneck is most important.
5/10/2020 17:02:05	Ms. Irene Diveris	22192	No, but I do have a question/comment. Telegraph Road already connects to Minnieville Road. Way direct more traffic through a residential neighborhood/Summit School Road?
5/10/2020 17:13:07	Mrs. Mary Wheeler	22025	I live in Four Seasons and the traffic noise is horrible. Do not fund the Van Buren extension from 234 to Cardinal drive. It will ruin our nature path. In this economic climate it is even lest justifiable. Finally, the flooding from too much development caused us to leave Montclair. There needs to be more storm water control and less development.
5/10/2020 17:34:33	Ms Pamela Buchenauer	22181	The PWC Parkway at Old Bridge is a traffic hazard with those from the I-95 South off ramp wanting to make a left by crossing multiple traffic lanes that are through lanes in a very brief time. This would also appear to help with congestion in the area from confusion. Redirecting traffic with the Annapolis Way connection to 123 would help reduce the Rt 1 traffic overload.
5/10/2020 19:04:38	Mr Paul Ross	22172	
5/10/2020 19:40:29	Mr. Charles Wheeler	22025	Do not fund the Van Buren Road project. In this time of financial difficulty this project needs to be cut. We lived at Camelot Court in Dumfries and were forced to leave because of flooding. It is very scary to have to live in constant fear that the next rain will flood your home. Where will you go when that happens? More development / roads will cause more flooding. We now live in Four Seasons and continually hear the loud traffic from 95. The Van Buren Road will cause more noise, more flooding, more polluting the Chesapeake, ruin our nature trail and cost the already overburdened tax payer too much money. Another road will not alleviate traffic but cause more traffic and flooding as the developers build along the new road. Prince William County needs to fix their storm water problems. If Prince William County wants to relieve road congestion they need to stop building so many apartments on Route 1 and vicinity.
5/10/2020 21:03:45	Mr. Neil McBee	22191	Cancel all projects, return monies to those they were taken unfairly and inequitably from, and disband the NVTA.
5/11/2020 9:40:53	Mrs. Marimer Carrera	22026	
5/11/2020 10:06:28	MR. Walter Zimmers	22192	
5/11/2020 10:15:27	Ms. Janice Parks	22025	The projects sound great but it looks like more study is needed to assure one fix does not cause another issue.
5/11/2020 12:50:51	Mrs. Eileen Thrall	22026	Route #1 in Town of Dumfries is a bottleneck especially when there are any issues on I-95. For safety of those citizens who use Route #1, this needs to be funded.
5/14/2020 17:50:23	Mr. Fred Hussain	22026	Yes, I believe that the consolidation and realignment of U.S. Route 1 in Dumfries is in the keen interest of the residents of the Town of Dumfries and the surrounding communities. The project will not only separate local and thru traffic but have the capacity to accommodate traffic to serve the forthcoming Rosies Gaming Emporium gaming parlor. The project will also pave the way to promote a sense of community by giving the Town the ability to plan community and cultural-oriented events that will generate tourism revenue. In addition, the local road will spur interest for small businesses who want to revitalize the corridor that will receive positive support among the residents of the Town.
5/19/2020 1:18:17	Ms. Irene 1	22192	No, but I do have a question/comment. Telegraph Road already connects to Minnieville Road. Way direct more traffic through a residential neighborhood/Summit School Road?

5/20/2020 10:00:32	Ms MG TURNER, HAYMARKET 1	20169	Dollars have been pouring into the southern/eastern portion of the county. Fund NONE of these projects. Recent Omni park and ride options for western PWC (Haymarket) show we need options also. Train service (VRE) has been denied etc. Why are all of our dollars spent elswhere in the County? and now we will have pay lanes on 66. Rt 234 bypass should have been extended north past 66. If this had been done the mess on 66 would not have been necessary. 66 is our only option to go east. BTW whoever programmed this page should reassess. input for last name and below require a number (digit) for input??? Someone needs to go back to school.
5/20/2020 10:49:57	Ms Bonnee Groover	22191	
5/20/2020 10:54:26	Mr Lawrence Tayon	22191	Do not consider funding the R1 interchange into Belmont Bay from R123. If BB were truly a town center like Stonebridge then it would be warranted.
5/20/2020 11:54:48	While all of these are worth while projects, my main interest is in the widening of Rt. 1 through Dumfries. Until this is completed, Dumfries can not hope for any economic development. Nancy West	22026	
5/20/2020 12:06:44	Dr. WILLIAM CARR	22025	I think that it is essential that funding be provided for the extension of Van Buren Rd.from VA 234 to Cardinal Dr. at its intersection with Benita Fitzgerald Blvd. The volume of traffic traveling along I-95 & U.S. 1 has become so bad (7 days a week) over the past several years that there are now backups on both routes going in both directions virtually every day (pre-COVID). This forces many local drivers to divert their travels onto Cardinal Dr. & Waterway Dr. & drive thru the Montclair subdivision which adds several miles to each drive & is laborious. An alternative 4 lane road which is parallel to & nearby I-95 & US 1 can provide a more convenient alternative to local drivers between Dumfries Rd. & Cardinal Dr. Along with the road, mitigating measures like bike paths/sidewalks, berms (minimize noise to adjacent communities), reconstruction of adjacent trails & installation of crosswalks and accompanying signage & lights.
5/20/2020 14:05:58	Mrs Deborah Clark	22192	Regardless - this money you're Spending on the roads will be in short a patch - why can't we get the something like the metro at least to Dale City -
5/20/2020 14:30:30	Mr James Kennedy	22193	I would assume there are statistical projections and data for the connecting of Telegraph and Summit School Road and the construction of Van Burne Road. I cannot see the need for either other than some pet project.
5/20/2020 19:35:13	Ms. Irene Diveris	22192	Telegraph Road already connects to Minnieville Road. The residents on Summit School Road do not need traffic cutting through their neighborhood.
5/21/2020 0:08:44	Hon. Kenny Boddye	22192	The Summit School Road project will not only alleviate traffic on Minnieville and Old Bridge Road, but is also a prospective location for a new school site. This area is a high need location for additional school capacity. The Old Bridge Road/Prince William Parkway intersection is a major segment of the traffic flow between I-95 and the core of Prince William County. The proposed realignment will not only alleviate traffic on Old Bridge Road, but help Prince William Parkway better realize its potential. Especially with nearby Bond projects like the Prince William Parkway and Minnieville Road intersection redesign down the street in the planning phases.
5/21/2020 12:58:53	Ms PJ 9	22193	No
5/21/2020 15:31:02	Mrs Monae 1	22026	
5/22/2020 11:51:28	Mrs. Renee' Brown 13155	22193	Transportation is necessary for economic growth and strategic development for communities surrounding the Interconnected metropolitan areas. "#SWOT"
5/22/2020 15:24:44	Ms. Bonny Shilton	22025	Please do NOT expand Van Buren Road. It will negatively impact our retirement community and several other neighborhoods. The expansions would cut through our nature trail and render it unusable. We 55+ people rely on that trail for much needed exercise to maintain our health. The construction noise and pollution, and the ongoing noise, pollution, and big truck traffic even after the road is built, will bring down the quality of nearby neighborhoods. The unnecessary environmental degradation will negatively affect the character of our community and even decrease the property values. One very vocal, wealthy contractor stands to benefit from this road which would make a shorter route to his warehouse. PWC residents should not have to subsidize this person's business at the expense of nearby communities. Please do not move forward with the proposed Van Buren Road expansion. The $8 million can be put to much better use somewhere else.
5/22/2020 20:51:07	Mr Dennis Presley	22191	
5/23/2020 6:54:20	Ms. Tamberly Averett	22025	Error on the survey for Dumfries Route 1 widening. Project is listed twice, question 1 has no NO option and question 2 has no YES.

5/23/2020 8:10:11	Mrs. Ellen Yarborough	22025	The Van Buren Rd. extension in Potomac District would have dramatic negative effects on 3 communities of over 1000 homes, especially Four Seasons where 77% of residents are over 65. Close to 80 homes' wooded backyards would be replaced with a 4 lane highway with use by 18 wheelers. With sidewalks and biking trails, it will become an unmonitored back door access and easy access into our community, which is a safety issue. In addition the highway will go right down the middle of Cardinal Grove community, an all age community with many children, a dramatic negative impact to all living there. The other community impacted is Copper Mill Estates. These three communities just learned on May 18 of the NVTA's public comment period which began on March 13, giving affected neighborhoods only six days to reply. I strongly urge the NVTA not to approve the Van Buren Road extension.
5/23/2020 8:16:53	Mr. Lee Yarborough	22025	The Van Buren Rd. extension would have dramatic negative effects on 3 communities of over 1000 homes, especially Four Seasons (800 homes) where 77% of residents are over 65. Close to 80 homes' wooded backyards would be replaced with a 4 lane highway with use by 18 wheelers. With sidewalks and biking trails, it will become an unmonitored back door access and easy access into our gated community, which is a safety issue. In addition the highway will go right down the middle of Cardinal Grove community, an all age community with many children, a dramatic negative impact to all living there. The other community impacted is Copper Mill Estates. I strongly urge the NVTA not to approve the Van Buren Road extension.
5/23/2020 8:27:35	Dr. Robert Highsmith	22025	
5/23/2020 9:45:31	Mrs. Myrna Levinstein	22025	Please do not proceed with the Van Buren Road project. Extending the road would literally devastate residential communities in its path. When the citizens who live in those developments bought their homes, they were deliberately not warned that they would not be living in a residential zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their development. Seniors, who give much in taxes and take little in government services, would have their safety and security destroyed by this road project. Many of them would have no choice but to sell their properties at a greatly devalued amount, and leave the area. This would negatively affect tax revenues. Families with children will have no choice but to sell to remove their children from an environment that will no longer be “kid-friendly”. I appears that the Prince William government wants to chase law-abiding, tax-paying, middle class citizens out of the county. The environment is also a concern. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone. And another high traffic truck route would be added to our local air and noise pollution. Hundred of thousands of birds and animals live in the targeted area. Many would be displaced, but most will die.
5/23/2020 10:25:05	Mrs Ruth Ogilvie	22025	The Board of Directors of the Four Seasons at Historic Virginia (FSHVA) Homeowners Association opposes the funding of the Van Buren North, Project PWC-025 for the following reasons: 1.Road Planning a.The Van Buren Road North has been on the PWC planning books since 1979. Since then, landowners have changed and the county approved several residential developments (FSHVA, Copper Mill Estates, Cardinal Grove) without considering the impact of a major 4-lane thoroughfare on these communities. b.According to the project description, the project will “play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors”. Where is the traffic study to show that this road would provide that easing of congestion? A vehicle driving south on I-95 would have to exit the highway at the Dale Blvd exit, turn on Bernita Fitzgerald Road, drive thru the community there, pass an elementary school at the intersection with Cardinal Drive, thru Cardinal Grove, behind the houses from FSHVA and Copper Mill, enter 234 and cut sharply across the road to reenter I-95. This route has several stop lights which – if not timed correctly – will increase the congestion on these backroads. 2.Community Impacts: a.Traffic on Van Buren North would allow trucks to circumvent the truck stop on I-95 and increase the noise on all the communities along the road. We understand that neither the county nor the state plan to build sound walls which is unacceptable. b.Route 234 is already congested during rush hour due to an ever-increasing number of stop lights and residents of our community are unable to enter 234 due to lanes blocked. c.The project description does not indicate a speed limit which will mean trucks will barrel down the road. d.A major 4-lane road will encourage commercial development on land parcels which are currently landlocked. These parcels are zoned for ‘light commercial’. It will not only increase the noise level but pose a security risk for our community providing a ‘back entrance’ into our gated community. e.Many of our residents paid a premium price to have a house built adjoining forested areas. Our property values will decrease which will have an impact on PWC’s tax base. f.The road construction will require cutting down many of our mature trees and will cut off our nature trail since the road will intersect with the trail. We will lose critical habitat essential to the native wildlife and environmentally sensitive areas. g.The currently proposed county road layout raises the height of the road 10 to 15 feet above our homes. Traffic will be highly visible from the impacted homes and decrease the air quality around our community.

5/23/2020 11:14:52	Mr. John Parez	22025	I strongly oppose the allocation of any funding for the Van Buren Road extension proposal. My wife and I have lived in the Four Seasons community since 2004. We already have significant noise and air pollution coming from I-95 and VA Route 234. Fortunately, there is a natural buffer of trees to attenuate some of those impacts. However, removing the trees and adding another major thoroughfare adjacent to our eastern perimeter will exacerbate the adverse impacts on Four Seasons as well as adjacent communities and the environment as a whole. Safety and security will be compromised, home values reduced and quality of life degraded. For these reasons, I request your support in rejecting this proposed project.
5/23/2020 12:15:50	Mr. Steven Simko	22025	Van Buren Road project is an unnecessary expense. We can access Cardinal Dr. through Montclair with no problem.
5/23/2020 13:01:11	None Tom Michaelman	222025	Why, with the economy in shambles, would we contemplate building Van Buren Road ext.?
5/23/2020 13:05:26	Mr. John Grieco	22025	
5/23/2020 13:18:37	Mr. John Deller	22025	I oppose the funding of Van Buren Road North, Project PWC-025. As a resident of the Four Seasons community, this road will cause a significant drop in our homeowner property values, increase noise and air pollution on our homes, compromise our gated community security, and cut off a portion of our environmentally protected open space and nature trail. The county has provided no justification for building this road other than we've wanted to build it for 40 years. I find it hard to believe it will reduce person travel hours of delay when all it does is connect to Dumfries Rd (Rt 234) which is already overly congested during rush hours in both directions between Rt 1 to the east and Country Club drive to the west. I see no improvement in travel times for northbound folks on I-95 and Rt 1. And I oppose improving travel northbound for these folks as most are not PWC residents, but from counties to the south. Why should my communities quality of life be sacrificed for these non-local commuters to reduce their travel time. As for southbound commuters, they will definitely add to the already significant congestion on Dumfries Road. If heading south on I-95 or Rt 1 to continue south, I see gridlock for vehicles trying to negotiate getting from Van Buren Rd North to I-95 or Rt 1 south. And the same applies for anyone heading west on Dumfries Rd with five traffic lights to negotiate (counting a new one at Talon Drive for Quantico Center (Barricks Row) development). During evening rush hour, the traffic on Dumfries Road at Four Seasons Dr is so heavy, they block the road and our residents can't exit on a green light. As it is right now, the only folks that might consider using Van Buren Rd North, that get off of I-95 at exits north of Dumfries Rd are folks that live west of I-95. They head west on the Parkway or Dale Blvd and some go south to Cardinal Dr. For the close-in folks, they further disperse on Minnieville or Waterway. These roads provide excellent dispersion patterns going west and south. Suggesting that much of this traffic would be better served by Van Buren Rd North doesn't seem logical in light of the significant congestion already on Dumfries Rd. Finally, the improvements ongoing and planned for Rt 1 throughout PWC will significantly improve the north-south flow of traffic. I submit, building Van Buren Road North should not be approved.
5/23/2020 13:23:17	Ms. Jo Lynn Arnold	22025	
5/23/2020 13:36:40	Dr Fran DuRocher	22025	
5/23/2020 13:38:52	Ms Sigrid Moser	22025	
5/23/2020 13:54:30	Mr. Richard Underwood	22025	Please do not fund the Van Buren Rd extension. It was proposed 40 years ago when the adjacent property was zoned business. It has since been filled in by residential development which would be greatly harmed by removal of old growth trees and heavy truck traffic literally in some backyards. Please just visit the proposed site and you will understand.
5/23/2020 13:55:58	Mr Jeffrey Knapp	22025	
5/23/2020 13:58:08	Mr. and Mrs. William and Lorraine Thomas	22025	PWC-025 will have a tremendous impact on safety and our home values. This bypass, a duplication of I-95 and Route 1, will attract and allow heavy volumes of commercial traffic too close to our residential homes. We at Four Seasons have greatly incurred addition safety issues with the upgrade to Route 234. This project will add to our already existing problems. The funding of $8 million for this project at this time is not the best use of limited funds. Due to the current coronavirus pandemic, Prince William County will find difficulty is the new normal as it may impact the collecting of taxes from unemployed residents. The funds, if available, should be spent to fund changes needed in the County to ensure safety to all residents in our area.
5/23/2020 14:12:07	Ms Debra Gutierrez	22025	Please invest in Route 1 in Dumfries
5/23/2020 14:24:50	Mr. and Mrs. David Lavine	22025	

5/23/2020 14:42:41	Mrs Helen Franchois	22025	First of all, with the Covid-19 long-term ramifications still unknown, I think the county and state should hold off on major expenditures until the pandemic is definitely over and we have a better idea of what and where emergency funds might be needed. However, I don't argue that when people are working and/or traveling, traffic in the area is terrible and needs to be alleviated where possible. But I think extending Van Buren Road into a four-lane highway from Rt 234 to Cardinal Drive is a terrible idea. It would have a very negative impact on the residents of three communities. The loss of mature trees and other, unknown environmental factors would haunt us for many years to come. I know that often the minority has to make sacrifices for the good of the majority, but in this case, I don't see enough benefit to warrant the cost and disruption for this many people.
5/23/2020 14:46:36	Dude Tim Arnold	22025	
5/23/2020 14:54:06	Mr Ben Williams	22025	
5/23/2020 14:56:31	Me. Cheryl Brathwaite	22025	
5/23/2020 15:05:07	Ms Donna Sherwood	22025	
5/23/2020 15:13:08	Ms. Donna DiBartolomeo	22025	
5/23/2020 15:20:43	Mrs Mona Phillips	22025	
5/23/2020 15:21:46	V James Polhamus	20155	
5/23/2020 15:33:38	7055906631 Foster Fountain ,Jr	22025	Project would defeat my objective of Peace and Tranquility as a home owner at 3780 Russett Maple Court in the Four Seasons Senior Citizen Development (Since August 2005). The anticipated Traffic congestion, Noise and Commercial activity would seriously Denigrate my objective. Please Do Not Approve.
5/23/2020 15:55:36	Mr. Terry Jones	22025	Do not spend money on any Van Buren Road extension or planning for it that does not protect the HOA Nature Trail in Four Seasons at Historic Virginia. That HOA maintained, asphalt trail is a valuable asset in the Four Seasons community and is used regularly by many of its residents.
5/23/2020 16:02:17	Mr Johnny Fagler	22025	Please do not fund anything for Van Buren Rd it will greatly effect my neighborhood 4 Seasons
5/23/2020 16:08:24	Mr. Dennis Bartlett	22025	There are residential communities and wetlands that would be impacted by the Van Buren road extension. It makes more sense to widen Route 1 through Dumfries.
5/23/2020 16:09:53	Mr. William May	22025	
5/23/2020 16:16:26	Ms Joyce Rath	22025	
5/23/2020 16:27:26	7035058139 Mary (Pat) Hanrahan	22025	
5/23/2020 16:27:32	Mrs. Linda Phillips	22025	Please do not build the Van Buren Road extension.
5/23/2020 16:32:51	Mrs Judy Dota	22025	
5/23/2020 16:34:34	Ms Donella Gibson	22025	
5/23/2020 16:34:45	7038785027 Mary Mahler	22025	
5/23/2020 16:48:25	Hon Gaston Gianni	22025	I am opposed to the Van Burin road project. It will disrupt the Quality of life in three communities. It will negatively impact the environment, eventually allow trucks to bypass the scales on I95, be a safety hazard for seniors in Four Seasons as well as the other affected communities, will result in the noise level exceeding safe levels. Further our tax monies could be better spent on other projects.
5/23/2020 17:19:39	Ms Ching Lee	22025	I have been residing in Dumfries for 12 years, here to request your reconsideration vote against the Van Buren Road project in Dumfries, which is part of the NVTA 2021 funding for design, engineering, environment assessment. The potential impacts to Dumfries Road by the Van Buren Road project are many, the one mostly takes to my heart is it would worsen the traffic flow that currently exist. More traffic, possible trucks coming through on Dumfries Road, making the already jammed traffics, to and from, the exit 152 and route 1 worse during rush hours on weekdays. So I am oppose the project until a plan which could improve Dumfries Road's capacity to take on increased traffic flow first. Thanks again for your reconsideration to vote against the project from the funding.
5/23/2020 17:28:47	703 Brooks Terry	22025	
5/23/2020 17:43:55	Mr. William Shilton	22025	
5/23/2020 17:54:19	Mrs. Adrienne Fagler	22025	
5/23/2020 18:05:37	Mrs Teresa Carlson	22025	

5/23/2020 18:16:25	Captain David Nelson	22025	It saddens me to see the Four Seasons community threatened by extending Van Buren road. I have lived in this area for 30 years and spent a good bit of time commuting on 95 so I appreciate efforts to make everyone's life a little easier on 95. That said, this project would produce a four lane, heavily traveled road within yards of our eastern boarder and significantly impact our quality of life. Those of you who don't live here can not appreciate the negative impact this project will have on Four Seasons. All for a cut through that will probably not provide much, if any, relief to 95 travelers. Most residents in Four Seasons, many who spent their adult lives in service to our country were looking forward to a quiet, safe place to spend their golden years. This project will clearly jeopardize that and it is just not right. Sincerely, David J. Nelson Captain, U. S. Navy (retired)
5/23/2020 18:45:31	Mrs. Sarah Sare	22025	I think effort should go to public transportation not increasing roads. Especially true in subdivisions.
5/23/2020 18:47:34	Mrs Carolyn Nelson	22025	Vote NO to the extension of Van Buren Rd from Cardinal Dr to Rt. 234! This would be a disaster for my community of Four Seasons. We already live with the constant roar of traffic 24/7 on I95. Add to this a parallel 4-lane road between I95 and Four Seasons, and the noise would be unbearable! Thousands of trees, which currently act as a noise buffer between us and I95, would be torn out. We have a beautiful nature trail within our community which would be totally disrupted. This doesn't begin to account for the economic impact it would have on the 800 homes within our 55 & older community. We didn't move here to add more noise to our lives! This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. Please VOTE NO!!
5/23/2020 18:56:59	Mrs. Christine Clough	22025-1870	I am a resident of Four Seasons. Do not fund the Van Buren Road extension. It is claimed that the road is needed to relieve traffic congestion on Rte. 1, however the county is also considering locating a casino on Rte. 1 in Dumfries, which will bring a lot more traffic to the area. This does not make sense. The Four Seasons community will suffer the most from the impact of a Van Buren Road extension, which will be very noisy due to the warehouses and resulting truck traffic that is planned there and run right through our nature area. It will run practically in some residents' backyards and will significantly lower home values in our community. I am in favor of widening Rte. 1, but not the Van Buren extension.
5/23/2020 19:12:44	Mr. Keith Donaldson	22025	
5/23/2020 19:24:50	Mr. Bruce Machado	22025	I oppose the Van Buren Road extension project. As a resident of Four Seasons HOA I frequently use a quiet and serene nature trail that would be bisected by the proposed project. It also goes through a wonderfully forested area that serves as a natural noise buffer for residents of our neighborhood. We already hear the noise of trucks on Interstate 95 and this project would only exacerbate the problem. Although the Board of Directors and other leaders of our HOA have made their serious objections known about this project, their relatively few voices are representative of a much larger number of the 800 homeowners in our community who oppose the use of scarce public funds for this project. Higher ranked projects should be funded!
5/23/2020 19:29:10	7035058139 Mary (Pat) Hanrahan	22025	
5/23/2020 19:40:22	Mr. James McGovern	22025	
5/23/2020 19:40:36	Dr Rebecca Zurava	22025-3618	
5/23/2020 19:55:00	Ms. Joyce Jones	22025	Given the current corona virus situation and its impact on travel, especially for work, is it wise to use money for transportation projects that may change drastically if telecommuting becomes a significant part of the new normal and traffic needs change as a result?
5/23/2020 20:23:19	none Patricia Michaelman	22025	Do not contemplate spending money on Van Duren Road until the Virus is fully under control.
5/23/2020 20:40:07	Mrs. Patricia Grendysz	22025-3620	
5/23/2020 20:56:08	Mrs. Tina Cech	22025-3631	The Van Buren connector is long overdue. Get it done.
5/23/2020 21:03:12	3915@aol.com Donna Frye	22025	
5/23/2020 21:24:06	703-670-0158 Arthur Gregg	22025	
5/23/2020 23:06:16	Mr. and Mrs. Ken and Nancy McDowell	22025	We would like raise our objection to NVTA funding the Van Buren Road Project under the following application link https://thenovaauthority.org/wp-content/uploads/2019/12/PWC-025.pdf. The continuation of Van Buren Road from Cardinal Drive to RT 234 is only going to exacerbate an already congested traffic situation that exists, especially during rush hour, due to southbound I-95 travelers exiting onto RT 234 toward Manassas to connect with the existing Van Buren Road to by-pass the frequent congestion on I-95 and RT-1. Those southbound travelers inclined to add to this already ongoing by-pass effort by taking the earlier opportunity to get on the Van Buren Road extension that would result from funding and completing the subject project will increase considerably the numbers of vehicles already competing for the very limited southbound road access at the existing Van Buren Road and RT 234 intersection. That intersection already services a very busy array of businesses bordering both sides of RT 234, including a shopping center which can only be accessed off the current Van Buren Road. Also, those vehicles bypassing the businesses and continuing on the existing Van Buren Road wind up going through the small and historic Town of Dumfries adding to their congestion and infrastructure challenges including an already frequently congested section of RT-1 that runs through the town's business center. The funding of the continuation of Van Buren Road from Cardinal Drive to RT 234 will only add to an already bad traffic situation that we and others now face in our daily travels.

5/24/2020 6:45:11	703 Brooks Terry	22025	
5/24/2020 7:32:10	Mrs Lucille Selfridge	22025	I am a concerned resident of Four Seasons and much prefer the widening of Rt 1 to the extension of Van Buren Rd which would have a negative impact on our senior community.
5/24/2020 8:05:56	Ms. Dorothy Key	22025	
5/24/2020 9:12:57	Colonel (Ret) Stephen Mires	22025	The Van Buren road extension is an ill-advised project for many reasons. It will add to the noise pollution and be ecologically detrimental to the environment. The destruction of irreplaceable woods and the natural habitats of our wildlife and the possibility of Environmental pollution outweigh any possible benefits of this project.
5/24/2020 9:52:31	Mrs Angela Anderson	22025	Do not build Van Buren Rd. These woulds should be sanctioned as wildlife reservoir. An environmentalist group has to evaluate the woodlands, streams that are within the proposed construction site. It will destroy habitat of many animals and will heavily impact the citizens/homes of Four Seasons and Cooper Mills. Safety and well being within the gated community is of concern by proposing an industrial park to be build with the Van Buren road extension. The extension of Rt 1 in Dumfries/Woodbridge is the answer.
5/24/2020 17:55:28	Mr. John Jackson	22025	The area around Van Buren road and VA 234 has seen a steady loss of natural habitat and greenspace in recent years. Please take the time to develop and adopt a comprehensive greenspace and habitat rule or plan that would be used for all future development to assure the preservation of the remaining natural habitat.
5/24/2020 18:36:07	Ms Joyce Rath	22025	
5/24/2020 21:36:49	Mr Harold Runge	22025	Van Buren Road would negatively affect three communities – Cardinal Grove, Four Seasons and Copper Mill Estates. It would be a very short road that would parallel and be next to I 95. It would open up current land with 80-100 foot old growth trees to clear cutting, loss of that natural sound barrier, loss of wildlife, building light industry and effect the safety and security of 3 communities. Highways, warehouses and 18 wheelers do not belong next to residences. It would also destroy part of a nature trail. The Intersection at Van Buren Road and Route 234 are not adequate to handle current traffic on 234. A four lane road would only increase the road noise that we currently hear from I95 and increase the traffic on Route 234.
5/25/2020 9:06:29	Mr Patrick Wheatley	22079	
5/25/2020 15:15:53	Ms Christina Lundeen	22025-1870	