



**Northern Virginia Transportation Alliance Statement on
Northern Virginia Transportation Authority FY 2018-23 Six Year Plan
May 10, 2018**

The Northern Virginia Transportation Alliance welcomes the opportunity to comment on the Authority's FY 2018 – 2023 Six Year Plan.

First and foremost the Alliance observes that absent further action, the recently enacted General Assembly legislation diverting \$100 million in regional funds to Metro, future Authority Six Year Plans as well as the TransAction 2040 Plan will fall far short of expectations built during the extensive process conducted by the Authority.

To be clear, it is well recognized that most Northern Virginia legislators voted to minimize the use of regional funds for Metro. Unfortunately, absent future revision, the votes of just a few area legislators will mean that tens of thousands of Northern Virginians, particularly residents of Loudoun, Prince William and outer Fairfax County who already endure the nation's longest commutes will spend even more time away from their families. It is hard to conceive of any greater tax increase on citizens than the tax of precious lost time.

The notion that diverting \$100 million dollars of area project funds to Metro annually will still leave plenty of funds to address other regional transportation needs is ludicrous. Even if no regional funds were transferred to Metro, the Authority's TransAction 2040 Plan identified more than \$43 billion in unfunded regional transportation needs. Cutting the funds to address this very large need serves only to worsen the region's efforts to solve the issue.

Fewer regional funds means that the Authority must be more selective and, therefore, must assign an even greater weight to congestion reduction and travel time saving factors.

Important as bike trails, sidewalks and similar needs are to individual communities, continuing to advance these projects as candidates for regional funding, simply reinforces the claims of opponents of any new funding that more than enough already exists.

Even if some regional funds are restored, too many projects submitted by local governments simply move too few people.

While the Alliance realizes that Authority members are unlikely to agree, given the reduction in regional funds, future SYP's would be more impactful if the 30% local share funds were placed in the regional pot as is the case in Hampton Roads.

With regard to specific projects under consideration, the Alliance recommends the following.

- Route 28 Widening
 - NB (Rt. 50 to McLearen) #4 - \$19 million

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facsimile transmittal

To: NVTA Fax: 703 642 5073
From: S. Loreda Date: 6/1/18
Re: RT 15 N Pages: 3 including this
CC:

☒ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

Public Comments to NVTA

Route 15 Bypass Widening: Battlefield Parkway to Montresor Road TransAction ID: 191

I request that NVTA will provide adequate funding for an economical and safe version of the Rt. 15 Project. Adequate funding of a safety-enhanced, traffic calming approach, with well-designed and placed roundabouts to alleviate queuing at key intersections and improved shoulders, will best preserve and protect the rural and environmentally sensitive character of the National Scenic Byway Corridor to the economic benefit of Loudoun County and the State of Virginia.

The County's Application vs. What's best for the Corridor:

Loudoun County's NVTA application contains false assumptions. For example, the County assumes that widening 3.5 miles of roadway from 2-lanes to 4-lanes, from Battlefield Parkway to beyond Montresor Road, will reduce overall congestion along the entire corridor north of Leesburg.

The Reality:

Widening to 4-lanes the *southern section* of the Rt. 15 corridor, north of Whites Ferry Road to beyond Montresor Road will simply transfer more vehicles, more rapidly, into the *northern section* of the corridor. In addition, the major bottleneck and congestion created for the entire Rt. 15 Corridor by the traffic light at the two-lane Point of Rocks bridge in Maryland is not addressed.

This reality negates any economic incentive to widen above Whites Ferry until Maryland decides to widen Rt. 15 north of Point of Rocks to Rt. 340 and provide a 4-lane bridge crossing. Maryland has stated to Loudoun County that it will not 4-lane that bridge or the segment of Route 15 immediately above it; no changes of any kind are planned until far beyond 2040.

1. Loudoun County's Application should be funded. If the scoping of current project changes a bit, it will save millions, be under budget, and prepare the County for the next phase of the project. Replacing the signal at the Whites Ferry/Raspberry Falls intersection with a well-designed roundabout and combining the Montresor and Limestone School Road intersections with a roundabout—it would greatly reduce current traffic bottlenecks, lessening the need for destructive 4-laning in the karst region. The Route 50 Project in Loudoun accomplished this for Routes 15/50 south of Leesburg a decade ago.

During the next phase of funding:

- Adding Scenic-Byway-appropriate, well designed improved shoulders to the entire Rt. 15 roadway north of Leesburg would relieve congestion, allow rapid response to accidents, reduce accident-related delays, and enhance safety
- Roundabouts strategically placed along the corridor would: 1) keep traffic moving through bottleneck intersections during rush hours; 2) help maintain the current 45 mph speed limit; 3) be part of future emergency response planning in the event of electric grid failure; 4) not impede movement of traffic through intersections during non-peak hours.

Keeping a traffic light at Whites Ferry/Raspberry Falls Intersection will negate congestion remediation efforts already under way for the Leesburg Bypass (over-bridging at Fort Evans Road, Edwards Ferry, and Battlefield Parkway interchanges).

2. **Maintain our two-lane Nationally Designated Scenic Byway.** It is good business for Loudoun County and for Virginia—an attractive entrance to Virginia from the North should be a major Rural Loudoun County Vision as part of any future Comprehensive Plan. Tourism is a major income producing activity being promoted in Loudoun County. The Rt. 15 Corridor:

- Is now the only **National Scenic Byway** in Loudoun County.
- Contains approximately 120 roads, private driveways and entrances within the **Catoctin Rural Historic District**.
- Exposes the public to the County's **rural, agricultural, and scenic heritage**.
- Has developed as an **agro-tourism destination point** for Wineries, Breweries, Farm Produce Stands and introduction of the Mosby Heritage Area.
- Is part of the **Rural Policy of the current Comprehensive Plan**.
- Is an **environmentally sensitive Karst area**. Developing 4-lanes through the corridor may lead to unforeseen costs.

Summary:

We strongly urge that NVTAF funds this project, and entreat the County to design a safety-enhanced design of this project that addresses congestion at intersections at Whites Ferry Road and Montessor/Limestone School roads

Raul E Sarah Loreda 5/30/18

name

date

14981 Limestone School Rd

VA

20176

Leesburg

address

state

zip



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Mr. Martin E. Nohe
Chairman
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

May 17, 2018

Re: NVTA FY 2018-2023 Six-Year Program

Dear Chairman Nohe:

At its November 15, 2017 meeting, the City of Alexandria Transportation Commission recommended staff to move forward with its candidate projects for the Northern Virginia Transportation Authority's (NVTA) FY 2018-2023 Six-Year Program, which are currently being considered.

At its May 16, 2018 meeting, the Commission voted to offer its continued endorsement of the six regionally significant projects within the City of Alexandria. We strongly encourage NVTA to adopt a FY 2018-2023 Six-Year Program which includes funding for the West End Transitway, Alexandria ITS projects, Alexandria Bus Network ITS, DASH Transit Service Enhancements and Expansion, Alexandria Bike and Pedestrian Trails and Reconstruction, and the Alexandria Duke Street Transitway. These projects will play a critical role in reducing congestion not only within the City of Alexandria but also throughout Northern Virginia. By receiving funding in the FY 2018-2023 Six-Year Program, these recommended projects will be able to move forward towards full implementation and construction.

Of the six projects submitted by Alexandria, the West End Transitway is our highest priority. This project improves regional mobility by providing frequent and reliable transit service along a corridor with high population and employment density that serves multiple jurisdictions. In addition, the project promotes economic development and can be leveraged with other funds already in place.

We appreciate NVTA's consideration for funding regionally significant projects throughout Northern Virginia in the FY 2018-2023 program. We would like to applaud members of the

ATTACHMENT

Authority, as well as NVTa staff, and City of Alexandria staff in helping to create a program which includes not only highway projects but also Intelligent Transportation System (ITS), non-motorized projects, and transit projects. We appreciate your consideration of the City of Alexandria Transportation Commission input on NVTa's draft FY 2018-2023 Six-Year Program.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephen Klejst', with a long horizontal stroke extending to the right.

Stephen Klejst
Chair, Alexandria Transportation Commission

cc: Honorable Mayor Allison Silberberg and Members of City Council
Alexandria Transportation Commission
Mark Jinks, City Manager
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES

Sree Nampoothiri

From: Keith Jasper
Sent: Tuesday, May 22, 2018 5:03 PM
To: Sree Nampoothiri
Cc: Yolanda Thomas-Jones
Subject: FW: Over the Fencepost Community Newsletter May Mid-Month 2018

Just realized you were not copied on this one.

From: Monica Backmon
Sent: Saturday, May 19, 2018 4:52 PM
To: Keith Jasper <Keith.Jasper@thenovaaauthority.org>
Subject: Fwd: Over the Fencepost Community Newsletter May Mid-Month 2018

Monica Backmon
Executive Director
[703-642-4650](tel:703-642-4650) (O)
[571-355-4176](tel:571-355-4176) (C)
Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

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Begin forwarded message:

From: "Nohe, Marty E." <mnohe@pwcgov.org>
Date: May 19, 2018 at 4:38:23 PM EDT
To: "Calder, Bob" <bob.calder@lmco.com>
Subject: RE: Over the Fencepost Community Newsletter May Mid-Month 2018

Mr. Calder-

Thank you for taking the time to share these comments with me and with the Northern Virginia Transportation Authority. I will pass these on to the NVTa staff and asked that your comment to be included as part of the public record.

I will share with you that each of the three corridors which you identified as a priority for Prince William County are being considered for funding by the NVTa this year, and some of them are also being considered for funding from the Commonwealth transportation board next year.

Generally speaking, the NVTa does not fund improvements to interstate highways as these projects are generally considered to be the responsibility of the Commonwealth, and because any interstate improvements that we might make will usually be of a magnitude that it would be difficult, if not impossible, to fund them using the limited regional funds that are managed by the NVTa. That said, the

NVTA is considering funding improvements along Route 1 in the town of Dumfries to provide additional congestion relief for those days when I-95 becomes particularly problematic, which will be coupled with the other improvements that we have made, or are in the process of making, along other sections of Route 1 in Woodbridge as well as in Fairfax County. I will also share that Prince William County has requested funding from the Commonwealth Transportation Board to add an additional lane to I-95 southbound from the Route 123 exit to the Prince William Parkway or to Route 234. That project has not yet been funded, but will continue to be a priority for the Board of County Supervisors.

Improvements along the Route 234 bypass are a top priority for the Prince William Board of County Supervisors and we have requested \$172 million in funding for five projects to upgrade all of the intersections north of Lake Jackson to grade-separated interchanges to allow more throughput and eliminate the need for drivers to queue at red lights during congested periods. Prince William County has already received approval for funding for an interchange at Balls Ford Road, and I am optimistic that the NVTA will find at least one or two of the interchange improvements on Route 234 that will dramatically increase traffic flow and provide for better travel along this heavily congested corridor. You may have noticed that the county is also coming into the last steps of a project to improve the intersection at Route 234 and Hoadly Road, and while this specific improvement is small in scope, we believe that they will have a big impact on travel flows at that intersection when they are open later this month.

Route 28 is not only the top priority for Prince William County, but for all of the other jurisdictions through which this highway passes as well. Prince William County, the city of Manassas, the city of Manassas Park, and Fairfax County have collectively requested over \$200 million dollars from the NVTA in the next six years to add capacity to the Route 28 corridor. In Prince William County, where widening Route 28 through the Yorkshire neighborhood would be shockingly expensive and unnecessarily impactful on existing commercial businesses, the county is planning a bypass Road that extends Godwin Drive west of the city of Manassas around the Yorkshire neighborhood so that it can reconnect to Route 28 at or near the Bull Run bridge. Fairfax County has sufficient right of way to widen Route 28 between the Prince William County line and US 29 to as much as eight lanes as necessary and is currently designing that project for construction over the next several years. All of these improvements will tie in to the upgraded interchange at I-66 and US 28 which will be constructed as part of the I-66 outside the beltway express lanes project. All told, The NVTA and the Commonwealth will be investing approximately \$650 million into this corridor over the next several years. Any project of this magnitude certainly takes some time to plan, design, and construct. Please rest assured that congestion relief on Northern Virginia's most crowded highway will continue to be a top priority for Prince William County and the NVTA until the problem is off.

I hope this feedback is helpful. If you have any questions, or at my office can assist you in any other matter, please do not hesitate to contact me at any time.

Yours-
Marty Nohe

Martin E Nohe
Coles District Supervisor
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County Mailstop EA707
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From: Calder, Bob [<mailto:bob.calder@lmco.com>]
Sent: Friday, May 18, 2018 8:48 AM
To: Nohe, Marty E. <mnohe@pwcgov.org>
Subject: RE: Over the Fencepost Community Newsletter May Mid-Month 2018

I did a quick review of the proposed 60 transportation items and I guess I am missing something.

I don't see where it addresses what I think are the priorities for PWC:

1. Alleviation of traffic on I-95: Fredricksburg to Springfield is a nightmare everyday and worse on weekends in the summer. There are delays each morning just getting to I-95 each morning. I'd like to see what the NVTa thinks the bottlenecks are and what could address these. Perhaps another way to get to Route 123 across the Occoquan would help get people from PWC into Fairfax? Perhaps there are significant number of people that need another crossing into Maryland—perhaps warranting a crossing near Quantico across the Potomac? Or another river crossing in or around Fredricksburg to alleviate the daily bottleneck there. Perhaps more would use metro or the VRE if the parking wasn't full or ??? I guess it would be nice to have data to show the bottlenecks then a plan to resolve them.
2. The increased traffic on Rt 234....the bypass has made put this road at or above capacity each morning and evening, with much of the traffic being trucks. Planning should ensure that it doesn't become more clogged. With Colgan high school causing additional delays each morning, afternoon, and on many many nights, I would have hoped to see some improvements to this access included in the plan.
3. Route 28 remains a disaster. Again with data, I would hope that you have collected why/where most of the traffic is headed to see if this can be mitigated. Are the users continuing north of I-66, or dropping off at I-66? Would some of this be diverted if there was another path across the Occoquan (perhaps extend headly north to 123).

I know that major development will be unpopular with a NIMBY sentiment, but the plans laid out look like small tweaks in local areas to get support of each member vs a master plan that will have a meaningful impact across the region.

Bob Calder
Lockheed Martin RMS
Phone: 703-367-3719 or
cell: 571-228-6587

From: Nohe, Marty E. [<mailto:mnohe@pwcgov.org>]
Sent: Friday, May 11, 2018 2:12 PM
To: BOCS Coles District <ColesDistrict@pwcgov.org>
Subject: EXTERNAL: Over the Fencepost Community Newsletter May Mid-Month 2018

Dear Neighbor-

Attached is the May 2018 edition of my Community Newsletter, Over the Fencepost. To open the newsletter, you will need Adobe Reader. Free software can be downloaded from this website: <http://www.adobe.com/products/acrobat/readstep2.html>.

The Northern Virginia Transportation Authority will be holding a Town Hall in Prince William County on Thursday, May 17 at Loch Lomond Elementary at 7 pm. The subject will be NVTa's Six Year Program.

More information on the program, including a list of the projects in Prince William, are on page 1 of the newsletter.

The Transportation Planning Board will be holding a Public Forum on May 23 at 7 pm to solicit comments on their Visualize2045 Long-Range Transportation Plan. The Public Forum will be held at the McCoart Building in the Board Chambers. Background information on the plan and topics to be covered are on page 4 of the newsletter.

We are aware that some people are receiving more than one copy of this message. If this applies to you, or if you would like to unsubscribe to this newsletter, please let me know and we'll clean up the list.

Have a good weekend!

-Marty Nohe

Martin E Nohe
Coles District Supervisor
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www.colesdistrict.org

Coalition for Smarter Growth • Piedmont Environmental Council
Prince William Conservation Alliance • Sierra Club Virginia Chapter •
Southern Environmental Law Center

May 9, 2018

Hon. Martin Nohe
Chairman, Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chairman Nohe and Members of the Northern Virginia Transportation Authority:

The Coalition for Smarter Growth, The Piedmont Environmental Council and Prince William Conservation Alliance are submitting these comments on NVTA's 6-year plan (FY2018-23). During the past 15 years, northern Virginia and the metropolitan Washington region have moved toward focusing development in more compact, mixed-use communities near transit. These decisions are reaping significant economic benefits as major employers and retail businesses seek to locate near transit. They are creating vibrant communities where people want to live and can walk, bicycle and take rail, local buses or express bus service for everyday trips. They are also mitigating traffic congestion by giving people more transportation choices.

Activity centers near transit exist or are in development in every part of our region. They include the Silver Line station areas in Fairfax and Loudoun, the developing communities and historic downtowns around VRE stations in Prince William, Manassas, and Manassas Park, and transit-oriented development along the Orange and Blue lines in Arlington, Alexandria, Falls Church and Fairfax.

The region's historic investment in Metro will support transit-oriented activity centers throughout the region while relieving pressure on our roads. A stronger Metro system is the backbone for our entire regional transportation network. It makes travel easier for everyone in the region, including people who do not ride on Metro.

In April, our groups released a Blueprint for Better Transportation for Northern Virginia that recommends a set of cost-effective investments in transit, road, and pedestrian and bicycling projects. Most of these investments are relatively low-cost projects that take advantage of our existing transit assets. The Blueprint also includes strategic road improvements and connections that make the road network more efficient.

We recommend that NVTA prioritize funding for the following projects in its 6-year plan, per the recommendations of our Blueprint:

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:

- Ballston Metrorail station west entrance (Arlington)
- Crystal City Metrorail station east entrance and intermodal connections (Arlington)
- VRE Crystal City station improvements (VRE)
- Shellhorn Road - Loudoun County Parkway to Randolph Dr. (Loudoun)
- Prentice Drive/Lockridge Road West: extend Prentice Dr. from Lockridge Rd. to Shellhorn Road (Loudoun)
- West Falls Church and Joint Campus Revitalization District Multimodal project (City of Falls Church)
- Improvements to W&OD trail in Falls Church (NOVA Parks)
- Soapstone Dr. Extension (Dulles Toll Road Overpass) (Fairfax County)

- Frontier Drive extension (Fairfax County)
- Dulles Toll Road – Town Center Parkway underpass (Fairfax County)

New Bus Rapid Transit: These projects 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.

- Route 1 BRT from Huntington Metrorail station to Fort Belvoir (Fairfax County)
- Route 1 widening from Mt. Vernon Memorial Highway to Napper Road (Fairfax County). This project provides the right-of-way needed for BRT and separated bike and pedestrian facilities. ROW should be narrowed where possible to shorten pedestrian crossing distances and reduce ROW acquisition costs.
- Pentagon City multimodal connections and Transitway extension (Arlington)
- West End Transitway: northern segment (Alexandria)
- Duke Street Transitway to Landmark Mall (Alexandria)

Strategic road improvements: These targeted projects will mitigate traffic congestion by augmenting street grids and improving hot spots, but without creating the induced demand and spurring the sprawling development patterns that only create more traffic problems.

- Rte. 28 corridor improvements Fitzwater Drive to Pennsylvania Avenue (Prince William)
- Construct Rte. 28 corridor improvements (Prince William)
- Rte. 9 traffic calming, Town of Hillsboro (Loudoun)
- Intersection improvements at Chain Bridge Road and Eaton Place (City of Fairfax)
- Northfax west street grid (City of Fairfax). Both this and the above project will support focused redevelopment at Northfax at the intersection of Fairfax Boulevard and Rte. 123.

For several proposed road improvements, we support more targeted and cost-effective alternatives, as follows:

- Rte. 15 north of Leesburg: Construct roundabouts at White's Ferry Road and other major intersections, while maintaining the road at two lanes north of White's Ferry with strengthened grassy shoulders and traffic calming features. Allow evaluation of this alternative to include options for maintaining two lanes south of White's Ferry Road.
- Northstar Boulevard extension: Although we understand the desire to alleviate some hot spots in the vicinity of the existing northern section of Northstar Boulevard and improve access to the Brambleton and Stone Ridge areas, we have serious concerns with this project becoming a link in a major new highway corridor, which would spur more development in Loudoun County's designated Transition Area. We instead support other connections that would provide similar local connectivity benefits as extending Northstar Boulevard without the same potential for generating sprawl. If the NVTa feels compelled to fund an extension of Northstar, any proposal to do so should be designed as a local road or at most a minor collector to discourage through traffic, should have a design speed of no greater than 35 miles per hour, and the right-of-way should be limited to four lanes. These design parameters would help reduce the project's cost and ensure it serves more of a local connector purpose.
- Route 28 widening in Fairfax County: We oppose widening Route 28 from the Prince William line to Route 29 to 8 lanes. We support widening to 6 lanes, provided that one lane in peak direction be reserved for HOV and buses. This level of added capacity can relieve congestion from existing conditions while also encouraging more compact growth patterns and transit use in the 28 corridor. The inclusion of bicycle and pedestrian improvements, particularly a shared use path on both sides of the roadway, would provide needed connections to a regional active transportation network.

- Route 28 feasibility study and Environmental Impact Statement, Prince William: We support strong public involvement to develop solutions in this part of the Route 28 corridor that protect natural and historic resources, and completion of a full EIS rather than an abbreviated Environmental Assessment.

In conclusion, our recommended projects leverage the region's investment in a strong Metro system to achieve more walkable and bikeable, transit-oriented communities. They also leverage significant private sector investments in redeveloping areas near transit to expand transportation choices and make regional travel easier for everyone. They make use of the limited funds available to create a more efficient transportation network.

Sincerely yours,

Stewart Schwartz, Executive Director
Coalition for Smarter Growth

Daniel Holmes, Policy Director
Piedmont Environmental Council

Charlie Grymes, Chairman
Prince William Conservation Alliance

Kelsey Crane, Conservation Program Coordinator
Sierra Club Virginia Chapter

Morgan Butler, Senior Attorney
Southern Environmental Law Center



COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES

RICHMOND

COMMITTEE ASSIGNMENTS:
APPROPRIATIONS
GENERAL LAWS
Rules

LUKE E. TORIAN
4222 Fortuna Plaza #659
Dumfries, Virginia 22025

FIFTY-SECOND DISTRICT

May 18, 2018

The Honorable Martin E. Nohe
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chairman Nohe:

I am writing to you to express my support for the Town of Dumfries request for improvements to Route 1.

Due to the proximity of 1- 95, Route 1 is one of the most congested roadways in the Northern Virginia region. The residents of the town also must rely on Route 1 to get in and out of their community.

The future viability of the town is reliant upon their ability to improve the quality of life and attract businesses. The proposed improvements are designed to improve public safety walkability and to decrease congestion.

Not only is this project a priority for the residents of the Town but also for Prince William County.

I respectfully request that you and your fellow members of the Northern Virginia Transportation Authority give strong consideration to Dumfries' proposal for additional funding for Route 1.

Sincerely,

A handwritten signature in cursive script that reads "Luke E. Torian".

Delegate Luke E. Torian

Falls Church Planning Commission
City of Falls Church
300 Park Avenue
Falls Church, VA 22046
May 9th, 2018

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

Subject: West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project

Dear NVTA:

The City of Falls Church Planning Commission strongly supports the City's grant request for projects Falls Church Metro Station Access #334 and Falls Church Multimodal Improvements Project #66. This intersection is vitally important as it is adjacent to two schools and the West Falls Church Metrorail Station. It is also an area slated for redevelopment.

The City wants to provide access to alternatives, especially walking and biking, to single occupancy vehicle travel reducing congestion on Broad Street/Route 7 and I-66. Additionally, the West Falls Church Metrorail Station is an important component of the regional transit network and increasing access will enable residents, workers and visitors to better utilize the regional transportation network decreasing congestion region-wide.

We urge you to support this project due to the importance of increasing pedestrian and biking safety near schools as well as providing better access to the metro and regional transportation.

Best Regards,



Russell H. Wodiska
Chairman, City of Falls Church Planning Commission

Sree Nampoothiri

From: Monica Backmon
Sent: Saturday, May 19, 2018 4:54 PM
To: Keith Jasper
Cc: Yolanda Thomas-Jones; Sree Nampoothiri
Subject: Fwd: Richmond Highway CSX Underpass

Monica Backmon
Executive Director
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The Authority for Transportation in Northern Virginia

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Begin forwarded message:

From: "Nohe, Marty E." <mnohe@pwcgov.org>
Date: May 19, 2018 at 4:43:39 PM EDT
To: Dale Johnson <dalejohnson874@gmail.com>, "Principi, Frank J." <FPrincipi@pwcgov.org>
Cc: Monica Backmon <Monica.Backmon@thenovaauthority.org>
Subject: RE: Richmond Highway CSX Underpass

Mr. Johnson-

Thank you for taking the time to contact me about the request that NVTA fund the Richmond Highway CSX Railway underpass project. As someone who has regularly travelled that section of Route 1 for almost my entire life, I certainly understand your support for the project and agree that it will have a positive impact on congestion on the Route 1 corridor in Prince William County. I will share your comments with the NVTA staff and make sure that it is made part of the public record.

Thank you!
Marty Nohe

Martin E Nohe
Coles District Supervisor
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From: Dale Johnson [<mailto:dalejohnson874@gmail.com>]
Sent: Saturday, May 12, 2018 2:45 PM
To: Principi, Frank J. <FPrincipi@pwcgov.org>
Cc: Nohe, Marty E. <mnohe@pwcgov.org>
Subject: Richmond Highway CSX Underpass

Dear Supervisor Principi,

I am the Transportation Chair for South County Federation, an umbrella organization representing about 20,000 households in southern Fairfax County. I had the opportunity to address the Northern Virginia Transportation Authority (NVTA) on May 10th, where I stressed the importance of funding the Richmond Highway CSX Railway underpass project near the Occoquan.

This project is ranked number 34 out of 60 projects for consideration by the NVTA. It has the potential to provide the best bang for the buck, is strategic in scope (particularly as it may help relieve congestion on I-95 in the worst interstate corridor in the nation) and injects a considerable level of equity into the funding process.

With the considerable amount of progress being made in your district on widening Richmond highway, it appears that the widening project will be completed in your area much earlier than across the Occoquan in south Fairfax County.

As such, please enthusiastically endorse this project to Supervisor Nohe, Chairman of NVTA.

Thanks for your support.

Regards,

Dale Johnson
8402 Mountain Larkspur Dr.
Lorton 22079
540-226-9698



**Testimony of the American Heart Association
Gerod Blue, Director of Government Relations
Northern Virginia Transportation Authority
May 10, 2018**

Chairman Nohe and members of the Northern Virginia Transportation Authority, the American Heart Association appreciates the opportunity to present our comments on the proposed FY2018-23 Six Year Program. My name is Gerod Blue, Government Relations Director at the American Heart Association.

The American Heart Association's mission is to build healthier lives free of cardiovascular disease and stroke. As you know, community design is an important factor in our ability to be physically active, achieve a healthy weight, and reduce our risk for heart disease and other illness. A greater presence of sidewalks and bicycle paths can encourage Northern Virginia residents to become more physically active and walk and bike for recreation, and also as a mode of transportation, particularly for our lower income neighbors. The Six Year Program provides the Authority with an opportunity to invest in community infrastructure far beyond efficient automobile-based transportation; it also provides the Authority with an opportunity to promote outdoor physical activity by fully funding projects that emphasize bike and walking infrastructure.

Integrating health considerations into the Authority's decision-making can foster a more active community and provide more transportation options for all residents. By prioritizing and fully funding TransAction projects that include bike and walking infrastructure, the Authority can positively impact the health of individuals, families, and communities in Northern Virginia. These TransAction projects include:

- 7 – Soapstone Drive Extension: Extend Soapstone Drive over Route 267
- 17 – Dulles Toll Road – Town Center Parkway Underpass
- 18 – Seven Corners Ring Road Improvements Phase 1A, Segment A
- 30 – Route 28 Widening: Route 29 to Prince William County Line
- 84 – Frontier Drive Extension and Intersection Improvements
- 117 – Pentagon City Multimodal Connections and Transitway Extension
- 150 – Prentice Drive Extension: Lockridge Road (Route 789) to Shelhorn Road (Route 643)
- 179 – Evergreen Mills Road Widening: Loudoun County Parkway to Northstar Boulevard
- 184 – Extend Shelhorn Road: Loudoun County Parkway to Randolph Drive
- 214 – Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)
- 300 – Route 28 Corridor Improvements (Fitzwater Drive to Pennsylvania Ave)

Fully funding these TransAction projects will assist in promoting healthier lifestyles while also supporting a more equitable Northern Virginia that can be easily accessed and enjoyed by all residents, regardless of their geography or financial circumstances. For example,

*"Building healthier lives,
free of cardiovascular
diseases and stroke."*

life is why™ es por **la vida™** 全為生命™

Please remember the American Heart Association in your will.

TransAction project #214 (Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)) will create bike and walk accessibility for residents on a busy road. This will provide multimodal access to destinations in an area where many residents currently cannot visit without a personal vehicle or by public transit.

The NVTa's Six Year Program can ensure that all residents, regardless of where they live can safely bike or walk in their communities. increase their transportation options. and improve their health. A 2017 analysis by the Northern Virginia Health Foundation found that more than 20% of residents in 17 census tracts lacked access to a motor vehicle.ⁱ Within those areas, all but 3 had high poverty rates. Funding TransAction projects that include bike and walk infrastructure will help connect these low- and moderate-income residents and communities to places that they both want to and need to go in the region, including transit stations, workplaces, health care, and other destinations.

Improving the health of everyone in Northern Virginia requires a comprehensive approach. Beyond creating safe, accessible bicycling and walking infrastructure for all, the Six Year Program can take a critical step in moving the needle on supporting a healthier region and decreasing health disparities.

- 61.2% of Northern Virginia adult residents – more than one million people –do not have a healthy weight ⁱⁱ
- More than 25% of all youth in Northern Virginia do not have a healthy weight ⁱⁱ
- More than 490,000 Northern Virginia adults have high blood pressure ⁱⁱ
- Over 250,000 Northern Virginia youth do not engage in daily physical activityⁱⁱⁱ
 - This includes 30% of youth in Alexandria, 35% in Arlington, 50% in Fairfax/Falls Church, 40% in Loudoun, Prince William, Manassas, and Manassas Park

These statistics reinforce the American Heart Association's emphasis on addressing socioeconomic factors and community design as essential aspects for building healthier communities for all. Sidewalks and bicycle paths in all communities promote physical activity, walking or bicycling and encourages residents to get active. The Six Year Program can play a critical role in shaping the health and wellbeing of Northern Virginia for years to come, especially for our underserved neighbors.

The NVTa's Six Year Program is more than a long range regional transportation plan. It is an opportunity to promote healthier lifestyles and a more equitable region that can accessed and enjoyed by all residents. AHA encourages the Northern Virginia Transportation Authority to approve and fully fund TransAction projects #7, 17, 18, 30, 84, 117, 150, 179, 184, 214, and 300 so that all residents of our region can safely bike and walk for both transportation and to improve their heart health.

The American Health Association thanks you for the opportunity to comment on the plan. If you should have any questions, please contact me at gerod.blue@heart.org or 703-248-1724.

ⁱ <https://novahealthfdn.org/wp-content/uploads/NVHF-Issue-Brief-FINAL.pdf>

ⁱⁱ <https://novahealthfdn.org/wp-content/uploads/How-Healthy-Is-Northern-Virginia.pdf>

ⁱⁱⁱ <http://tippingthescales.typepad.com/blog/2011/01/the-research.html>



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

PAUL E. KRIZEK
2201 WHITEOAKS DRIVE
ALEXANDRIA, VIRGINIA 22306

COMMITTEE ASSIGNMENTS:
APPROPRIATIONS
COUNTIES, CITIES AND TOWNS

FORTY-FOURTH DISTRICT

May 9, 2018

The Honorable Martin E. Nohe
Chairman
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chairman Nohe,

On behalf of the citizens of the 44th Virginia House of Delegates District I strongly urge the Northern Virginia Transportation Authority (NVTA) to include the widening of Richmond Highway and its bus rapid transit system on Richmond Highway in Fairfax County as the NVTA considers priorities for the FY 2018-2023 Six Year Program.

The Richmond Highway corridor is a major transportation gateway to Fort Belvoir and beyond to Prince William County and improvements to Richmond Highway are critical to meeting regional congestion relief targets. As you know, commuters from Prince William and Stafford Counties use Richmond Highway as a major thoroughfare to connect to Fort Belvoir, Mount Vernon, Alexandria and Arlington County for their jobs. Hundreds of thousands of tourists annually drive up and down this corridor to visit Mount Vernon, Gunston Hall, Woodlawn Plantation, the soon-to-be-completed Army Museum, Old Town Alexandria and other destinations accessible via Richmond Highway. Every day, at least 54,000 vehicles use Richmond Highway and it is where the traffic moves to when I-95 is congested. It is vital to keep Richmond Highway as a reliable regional part of Northern Virginia's highway network.

Part and parcel to the improvement and widening of Richmond Highway is inclusion of the dedicated lanes for Bus Rapid Transit (BRT). This must be an equal priority and is necessary to relieve congestion on the corridor. A BRT system will move the workforce from the Metro system to our largest employer in the region, Fort Belvoir. Getting cars off Richmond Highway will significantly benefit the regional traffic flow and make the corridor more attractive to new businesses and military contractors.

Thank you for your strong consideration of these two critically important transportation projects to the Mount Vernon community.

Sincerely,



Paul Krizek



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure

P.O. Box 7500, MSC# 64, 101 Blue Seal Drive, Suite 102, Leesburg, VA 20177

Telephone (703) 777-0396

May 11, 2018

The Honorable Martin E. Nohe, Chairman
Northern Virginia Transportation Authority
3040 Williams Drive
Suite 200
Fairfax, VA 22031

Subject: Rock Hill Road Bridge
Davis Drive Extension and Dulles Toll Road: Rock Hill Overpass
NVTA Reference # 2018-017-0

Dear Chairman Nohe:

I am writing to indicate to the Authority that Loudoun County supports advancing the Fairfax County NVTA FY 2018 - 2023 Six Year Program Application for Rock Hill Road Bridge Davis Drive Extension and Dulles Toll Road: Rock Hill Overpass. The Rock Hill Road Bridge will be a new connection between Fairfax County and Loudoun County over the Dulles Toll Road.

A portion of this project would be within Loudoun County and is in our Current Countywide Transportation Plan (CTP). Staff from Loudoun County Department of Transportation and Capital Infrastructure (DTCI) have discussed this project with Fairfax County staff and we support the concept of a connection over the Dulles Toll Road.

Sincerely,

Joe Kroboth, III, PE, LS
Director

Cc: Ms. Monica Backmon, Executive Director
Penny Newquist, Deputy Director, DTCI
Lou Mosurak, Senior Coordinator

Paul Baldino
103 Noland Street
Falls Church, VA 22046

May 10, 2018

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

Re: FY2018-2023 Six Year Program

Members of the Authority:

I urge your support of two projects submitted for the Six Year Program. Both are in the City of Falls Church but both have impact far beyond the city's borders.

Falls Church Enhanced Regional Bike Routes, TransAction ID 134

This project on the W&OD Trail would replace 1.2 miles of the existing 10-foot wide shared use trail with an 11-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median.

- The 45-mile long W&OD Trail crosses Arlington, Falls Church, Fairfax County, Vienna, Herndon, Reston, Leesburg, and Loudoun County through to Purcellville.
- In the past several years, the W&OD has become a commuter route connecting residential areas with public transit, employment centers, restaurants, and retail.
- Greater use of the trail has brought conflicts. Bike commuters share the five-foot east and west travel lanes with pedestrians, including children and recreational walkers of varying abilities.
- Safety concerns from bikes passing too close and rush hour crowding have caused many pedestrians to stop using the trail and discouraged novice bike commuters.

The project area is one of the busiest segments of the W&OD:

- It connects six roadways, including Route 7 and VDOT's planned bridge over Route 29.
- This segment links to Metrobus routes and brings trail users within a mile of both the East and West Falls Church Metro Stations.
- Separation of the bike and pedestrian trails will increase use, reduce congestion, and improve safety.

- This is a demonstration project with measurable results. If successful, it can be replicated on the busiest parts of the W&OD, replacing vehicle trips and relieving roadway congestion.

By increasing use of the trail, the project will benefit the region:

- The W&OD is the primary non-motorized transportation corridor in Northern Virginia.
- Aside from the jurisdictions it directly crosses, the W&OD connects to:
 - The Gerry Connolly Cross County Trail that runs from the Potomac to the Occoquan River connecting to roadways throughout Fairfax County
 - The Custis Trail that connects to Key Bridge, the Capital Crescent Trail, and the C&O Canal Trail
 - The Four Mile Run Trail that connects to the Mount Vernon Trail that accesses the 14th Street and Woodrow Wilson Bridges
- With these linkages and others, the W&OD provides non-motorized access to bus and transit stations as well as roadways all across Northern Virginia.

This project is a relatively small investment with a big return through its direct and demonstration impacts on the W&OD and its many connections.

Falls Church Metro Station Access and Multimodal Improvement Projects, TransAction IDs 334 and 66

This project provides transportation options near the West Falls Church Metrorail Station. It includes wider sidewalks, improved lighting, new traffic signals, better bicycle access, and bus stop improvements.

- Development in and around the City is increasing travel demand. This will multiply with the new developments and school campus planned near the project area.
- Without practical alternatives, new development will add to the already crowded Route 7 and I-66 corridors.

By providing easy pedestrian and bicycle access to the West Falls Church Metro Station and nearby W&OD Trail, the project contributes to a walkable, bikeable, transit accessible location, attractive to concentrated growth and economic development.

The connection to the West Falls Church Metro Station improves the regional transportation network:

- The Orange Line runs east to the Ballston-Rosslyn Corridor and Washington DC and west to Vienna with bus connections at each stop that connect to regional activity centers including Tysons, Seven Corners, Shirlington, and the Pentagon.
- Since the Silver Line opened, use of the West Falls Church Metro Station has decreased significantly.

Northern Virginia Transportation Authority
May 10, 2018

- Increasing pedestrian and bicycle access will help absorb the available capacity by bringing additional riders to the station.

By replacing single occupancy vehicles with transit, pedestrian, and bicycle alternatives, the project provides many benefits:

- Increased capacity and less congestion on Route 7 and I-66
- Neighborhood stability by reducing cut through traffic
- Improved air quality through reduced emissions

The project improves pedestrian, cyclist and automotive safety with:

- Wider sidewalks
- High visibility pedestrian crossings
- Lighting enhancements
- Bike facilities
- Signalization at vehicle crash hot spots

Considering the current traffic and projected development in this area, this project addresses today's needs and supports smart growth.

Thank you for your consideration and your contributions to the safe and effective movement of people and goods throughout Northern Virginia.

Sincerely,

A handwritten signature in dark ink, reading "Paul Baldino". The signature is fluid and cursive, with the first name "Paul" and last name "Baldino" clearly distinguishable.

Paul Baldino



CITY OF FALLS CHURCH

May 15, 2018

Northern Virginia Transportation Authority (NVTA)
3040 Williams Dr, Suite 200
Fairfax, VA 22031

The City of Falls Church Environmental Sustainability Council supports the West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project (the "Project"). The Project will support economic growth in this regional activity center. The project location, less than ½ mile from the West Falls Church Metro station, increases the walkability of the area through its addition of traffic signals at Metro Access Road & Haycock, a HAWK signal crossing Haycock, and a new traffic signal on VA-7 west of Haycock. Walkability is a major demand trend among successful commercial development areas.

Up to 1.5 million square feet of development is planned to accompany the construction of a new George Mason High School at the project site. The Project will ensure easier access to such development from surrounding neighborhoods and transit. The Project will also benefit students of the new high school by providing them with better access to the campus site and encouraging them to use alternative transportation modes, such as walking or biking, in a safer environment.

Further, the Project will provide increased transportation options and alternatives to single-occupant vehicle travel. Multimodal investments in this area will be especially effective because they will improve access to the West Falls Church Metro and current and future transit options on VA-7, reducing congestion on Broad St/VA-7 and I-66. The increased space efficiency of pedestrian and bicycle facilities is a cost-efficient way to support an interconnected network of transportation options. The existing West Falls Church metro station is underutilized, and this project will leverage its available capacity by connecting potential riders with the station. Increasing transportation options and encouraging alternatives to single-occupant vehicle travel has additional benefits to regional air quality and citizen health.

Due to the Project's prospects for encouraging additional economic growth in the city; its improvements to citizen access to sustainable transportation alternatives to single-driver cars; its benefits to the both the economic development component of the George Mason High School property and the students who will attend the new school; and its prospective improvements to regional air quality and citizen health, the Falls Church Environmental Sustainability Council strongly endorses the proposed Project and encourages the NVTA to approve the grant application.

Sincerely,

Cory Firestone Weiss, Chair
Environmental Sustainability Council
City of Falls Church
300 Park Avenue,
Falls Church, VA 22046

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 20, 2018

Hon. Martin E. Nohe
13476 Dumfries Road
Manassas, VA 20112

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

Hon. Harry J. Parrish, II
9027 Center St.
Manassas, VA 20111

Hon. Sharon S. Bulova
12000 Government Center Parkway, Suite 530
Fairfax, VA 22035

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

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

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

Hon. Allison Silberberg
301 King Street
Alexandria, VA 22314

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

Hon. Timothy Hugo
P.O. Box 893
Centreville, VA 20122

Hon. Richard Black
PO Box 3026
Leesburg VA. 20177

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

Hon. Kelly Burk
25 West Market Street
Leesburg, Virginia 20176

Ms. Helen Cuervo
4975 Alliance Drive
Fairfax, Virginia 22030

Re: NVT A Six-Year Plan

Dear NVT A Board:

I am writing to follow up on my comments I presented at the Northern Virginia Transportation Authority's (NVT A) public hearing on May 10, 2018, in which I addressed four submitted projects in Virginia's 36th Senate District. The projects are listed in the table below.

Project	No.	Request	TransAction/ HB599	CRRCCR
U.S. 1 Bus Rapid Transit	2018-007-0	\$250,000,000	2	23
U.S. 1 Widening – Ft. Belvoir to Hybla Valley	2018-006-1	\$127,000,000	8	24
U.S. 1 (Fraley Blvd.) Dumfries Widening	2018-053-1	\$116,554,000	10	17
CSX Bridge Widening (U.S. 1 & I-95)	2018-16-2	\$12,000,000	17	34

I requested comments from people in the 36th District and received 236 submissions which I have attached. One-hundred-eighty-two comments relate to the Fairfax County projects and 54 comments relate to the proposed U.S. 1 widening in the town of Dumfries. I have attached a table containing all of the comments including narrative for your review.

This letter is intended to (1) transmit my constituents' views and (2) expand further on my May 10 statement to you. The U.S. 1 Corridor has been largely ignored in Northern Virginia transportation planning over the last four decades. While it was improved somewhat around the time I was born, since then it has stagnated. The lack of attention and resources for U.S. 1 have resulted in minimal private sector job growth and anemic economic development. In addition, massive housing development in southern Fairfax County around the former Lorton Prison, southern Prince William County (south of Dale City) and northern Stafford County, coupled with many added jobs and contractor activity at Fort Belvoir and Quantico Marine Corps Base have overwhelmed Interstate 95 and U.S. 1.

U.S. 1 was constructed 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.

[U.S. 1 Bus Rapid Transit – 2018-007-0 - \\$250,000,000 \(TransAction/HB599 #2, CRRCCR #23\)](#)

[U.S. 1 Widening \(Ft. Belvoir to Hybla Valley\) – 2018-006-1 - \\$127,000,000 \(TransAction/HB599 #8, CRRCCR #24\)](#)

These two requests should be considered together because they are both intended to be constructed at the same time. In 2011, the General Assembly authorized the Department of Rail and Public Transit (DRPT) to conduct a \$2 million study to determine the appropriate mode of transit, road improvements and attendant land development for the U.S. 1 Corridor from Alexandria to the Occoquan River. In 2015, that study recommended that U.S. 1 be widened to six lanes and served with dual multi-use trails and sidewalks, plus a median dedicated bus rapid transit, ultimately laying the groundwork for a two-stop extension of Yellow Line. The project was suggested to be four phases.

This year's request is Phase I and II to construct median dedicated bus rapid transit (BRT) from the Huntington Metro Station to Fort Belvoir. The overall project cost for this segment is \$544,800,000 and half of it is anticipated to be covered by the New Starts Program of the Federal Transit Administration.

Please consider the following points:

- 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 were ranked #2 and #8 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.
- 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 in 2020 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.

Town of Dumfries Project – 2018-053-1 - \$116,554,000 (TransAction/HB599 #10, CRRCCR #17)

As U.S. 1 passes through Dumfries, it splits in two. The town plans to eliminate the 2.1-mile split of U.S. 1 through the town, widen Fraley Boulevard (U.S. 1) to six lanes, add bicycle lanes and shared-use paths and reconstruct sidewalks. The town's plan would be a massive improvement because it would concentrate through traffic on one road while preserving multimodal uses, and allowing the town to focus commercial development on the former fork of U.S. 1.

It is also the last segment of U.S. 1 in Prince William County that has not been funded to accommodate a six-lane widening. The town of Dumfries' 5,000 residents cannot leverage the same local government resources to obtain funding for this project and the NVTa is their only hope. As you can see from the public comments I received, this plan is universally supported by the Dumfries community.

CSX Bridge at U.S. 1 and I-95 – 2018-016-2 - \$12,000,000 (TransAction/HB599 #17, CRRCCR #34)

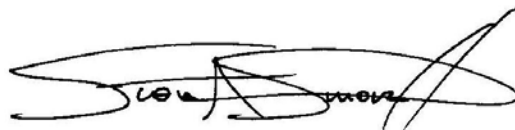
I am a member of the Virginia High Speed Rail Commission. This commission is working to bring high-speed passenger rail from Washington, D.C., to Richmond, Norfolk, Raleigh, Atlanta and beyond and to enhance Virginia Railway Express (VRE) service. The former RF&P, now CSX freight railroad line, paralleling the Potomac River, needs a third track. A third track is being added in spots but there are numerous bottlenecks. The most notorious is the long bridge, but the Occoquan River and the CSX crossing of U.S. 1 are close behind.

Former Governor Terry McAuliffe announced numerous projects as part of his Atlantic Gateway announcement, including replacement of this bridge for \$56 million. However, U.S. 1 travels under the bridge is anticipated to be widened to six-lanes in the next 10 years and the Department of Rail and Public Transit (DRPT) has requested funds to cover the additional costs to allow this bridge to cross six lanes. This project is critical to an efficient VRE, High Speed Rail, and U.S. 1.

Again, the people of the 36th Senate district are asking you to end the years of neglect of the U.S. 1 Corridor and to fund these critical projects. Please read the 160 comments received 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,

A handwritten signature in black ink, appearing to read "Scott A. Surovell", with a large, stylized flourish at the end.

Senator Scott A. Surovell
36th District

enclosures

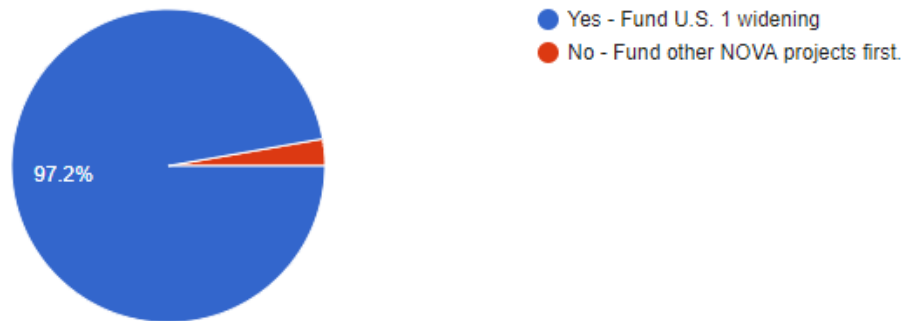
cc: Senator Adam P. Ebbin
Delegate Paul E. Krizek
Delegate Mark D. Sickles
Delegate Luke E. Torian
Delegate Kathy K.L. Tran
Delegate Jennifer Carroll Foy
Chairman Sharon Bulova
Chairman Corey Stewart

Supervisor Dan Storck
Supervisor Jeffrey McKay
Supervisor Frank Principi
Supervisor Maureen Caddigan
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 PROJECT COMMENTS SUBMISSION SUMMARY

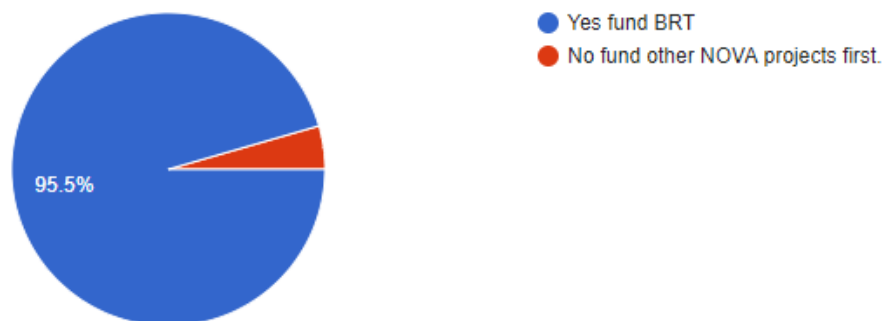
Should NVTA allocate funding for U.S. 1 widening between Costco and Fort Belvoir or prioritize other projects in Northern Virginia?

181 responses



Should NVTA allocate funding for construction of median-dedicated Bus Rapid Transit from Huntington to Fort Belvoir?

179 responses



Fairfax County NVTAs Projects Comments Submission

No.	Name	Street	Zip Code	Support U.S. 1 Widening	Support BRT	Comment
1	Mrs. Julianna Castro	5806 Atteentee Rd	22150	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
2	Mr. Steven Larsen	6413 Potomac Ave	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	An increase in property values will accompany better office tenants/businesses, better retail, etc. Sadly - commuting times will not improve, and it will be traffic gridlock during Saturday and evening errand running. Maybe great for our pocketbooks, but not necessarily our quality of life. In total, I support it, but let's not delude ourselves into thinking it's going to improve livability. Another downside will be the loss of all the small businesses in service and construction/contracting on Route One. Where will they go? The Millennials/GenXers will love their \$900K condos and immediate surroundings, but those of us who enjoy the simpler life living in single family homes in Mount Vernon will likely relocate.
3	Mrs. Robin Kelly	8725 Camden Street	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	South Route 1 corridor has been ignored for decades. We need the improvements now. Even though the area is not far from DC, it is not a desirable area, and will some funds could be. I have been in the area for over 40 years, and its time we get some attention to this matter
4	Mr. Harry Lehman	South Kings Hwy	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
5	Ms. Maria Rivero	8377 Hunter Murphy Circle	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
6	Mrs. Claire Kluskens	2602 Ryegate Lane	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Due to traffic gridlock, I do not leave my neighborhood during certain hours of the day because it is too much trouble to go anywhere.
7	Ms Dawn Ison	7804 Daybreak CT	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
8	Mr Paul Mehler	2002 Old Stage Rd	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Washington D.C. is the 2d most traffic congested area in the USA. Only Los Angeles is worse.
9	Mrs. Heather E Roemer	8067 SAINT ANNES CT	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
10	Mrs. Elizabeth Damitz	2307 Kimbro St.	22307	No - Fund other NOVA projects first.	No fund other NOVA projects first.	Extend metro line from Huntington to Fort Belvoir, bus transient takes to long for residents to get from employment to home and home to employment.
11	Ms. Suzanne Murtha	4503 Ferry Landing Rd.	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Transit improvements along Rt. 1 will show the largest ROI of any other project NVTAs is considering.
12	Mr. Neil McBee	1702 Potomac View Ave	22191	Yes - Fund U.S. 1 widening	Yes fund BRT	Use funds to repair roads and return any excess to the taxpayers
13	Ms Nancy Razzino	8124 Oaklake Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	These projects ate long overdue.
14	Mr. Kevin Facklam	4209 Pickering Place	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 is a major bottleneck and most of the retail and housing around it was developed during a period where urban planning failed it. The frontage roads are poorly connected slowing traffic trying to access retail locations. The lack of a coordinated rapid transit option to other areas of the county make this area a poor choice for many residents. Redevelopment should be a priority to connect this vital area to other locations within the county and region. I urge the NVTAs to allocate the proper funding to this vital project.
15	Ms Nancy Glynn	4510 Squiredale Sq	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Lower income people are underserved in the SE corner of Fairfax County and I want my tax dollars to help them, not Reston, etc, which tend to be more glamorous.
16	Ms. Beverly Card	8126 Pinelake Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	The route one corridor has waited a long time for much needed improvements. It's now our turn.
17	Mr Josh Drumwright	7609 Range Rd	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment

18	Mr Robert Hedrick	8543 Mt Vernon Hwy	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
19	Mrs Chris Maly	4407 Scarborough sq	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
20	Mrs Jennifer Stackpole	9129 Patton Blvd	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	I would love to stop having traffic backed up to my home two miles from the route 1 / Jeff Todd intersection! I do not think adding more housing our stores will help if you widen the road and fix the transit. We need green spaces not more people and shopping on this route. Fix up all the shopping structures that already exist instead of adding more congestion. Route 1 needs to be cleaned up...it is an eye sore for this area as a main transportation corridor.
21	Mrs Jessica Harvey	902 Regency Road	22191	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
22	Mr. Robert Uzel	7804 Belvedere Drive	22306	0	0	No narrative comment
23	Mrs. Julie Briggs	8323 Cooper Street	22209	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
24	Mr William Tracy	9942 WOOD GROUSE CT	22015	Yes - Fund U.S. 1 widening	Yes fund BRT	I feel strongly that the NoVA regional gasoline tax should be increased to provide funding for Metro and indirectly road projects. I realize our hands our tied by General Assembly approval, but this option should be pursued nonetheless.
25	Ms Lisa Dunlap	2902 E Side Drive	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	More metro stations! It would be great if there was a better way to get up Rt 1 to areas like Crystal City/Arlington/D.C. I work 7 miles from home, and it often takes me 40+ minutes to get home. It doesn't seem like it should take this long to get 7 miles, and I would love alternatives.
26	Mr Joe Marm	2401 Daphne Lane	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	the US1 part of Fairfax county is the most under resource part of the county when compare to the western part of the county and the tyson area. US1 is long due for transportation improvements.
27	Mr. Jela Shiver	1602 Belle View Blvd #320	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
28	Ms Karianne Tangen Benitez	7501 Calderon Court F	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
29	Me Santos Benitez	7501 Calderon Court F	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
30	Mr. Brian Beth	2509 Phillips Drive	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	The money will be used correctly and not mismanaged like the huge amount of funding given to WMATA without any changes to it's governance. Unlike WMATA, this money will be used to create real changes in a community that has a lot to offer. Not just for developers but also for real working class citizens.
31	Mr Richard Welshans	8224 Kings Arm Dr	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
32	Mr Mike Christesen	9040 Buckner Rd	22309	Yes - Fund U.S. 1 widening	0	No narrative comment
33	Me. Nick Kesaris	2218 Rollins Dr	22307	No - Fund other NOVA projects first.	No fund other NOVA projects first.	I think this area has been neglected far too long. Just driving down Richmond Highway you can see how old and tired it looks. It is really time it is improved. Friends rarely want to come here because we have very few decent restaurants or shopping. Plus traffic is always horrible.
34	Mr. Brian Pate	4420 Laurel Road	22309	Yes - Fund U.S. 1 widening	0	As a resident who's property and daily life would be directly impacted, I would love to see Route 1 widened so that more attractive businesses could come to our neighborhood. My wife, toddler son, and I struggle to find reputable establishments to shop and eat every weekend. We are constantly driving to Kingstown and Springfield when I feel we should have those options right here in our neighborhood. In addition, my commute time could be cut, meaning more time with my family in the evening. PLEASE take into account the time I would have with my family, only if it's an extra 15-30mins in the evening. Every minute is precious in this region and if widening Route 1 frees up traffic, you have my full support.
35	Mrs Jennifer Ledbetter	9305 Heather Glen drive	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	The Rt 1 area needs a facelift-yes. But it doesn't need to look like the Clarendon area with high density housing that is being proposed along with the widening Rt 1.

36	Mrs Jean Kaufman	8709 Eaglebrook cy	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Funds should be allocated to allow for more police presence On Route 1 I am very cautious when I shop on Rt 1. I do not feel secure and generally travel instead to Kingstowne to shop to avoid being approached by panhandlers.
37	Ms Brenda Simon	6514 princeton dr	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	I have lived here 30 years and have watched improvements/development all over ffx county. Can you please use tax dollars to support my neighborhood now? I want my neighborhood to be as nice as other areas of ffx county.
38	Ms. Andrea DeRose	1942 Shiver Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
39	Ma Shaelynn Hales	7558 Great Swan Ct	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
40	Ms. Deb Kiefer	9328 Maybrook Ct.	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
41	Ms Erin Ferguson	2213 Cavendish Dr	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I feel that compared to other parts of Fairfax County the Rt. 1 Corridor is long overdue for infrastructure improvements. We spend way too much of our time sitting in traffic on Route 1 and if you choose to walk or take the bus the pedestrian options on parts of the road are unsafe. An updated area would attract more high quality business to this underserved area, thus increasing tax revenue. Please let this part of Fairfax County finally get it's due with county funding. Thank you!
42	Ms. Beverly Hacker	8220 Clifton Farm CT	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
43	Ms. Carol Coyle-Shea	5903 Mount Eagle Drive, #118	22303-2525	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 improvements have been "on the books" for 30 +/- years (my tenure with MVCCA). IT'S TIME!!!! This area needs to be a priority for a change. Nothing is going to slow growth to this area; we need the infrastructure to deal with it.
44	Mrs Naomi Jones	9107 Chickawane Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
45	Ms, Shaunta Hill	8118 Oaklake Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Mt. Vernon is overdue for funding and improvements!
46	Mr. Jim Klein	2200 Marthas Road	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 Corridor has long been neglected in favor of greenfield development around the region - help to revitalize and reinvigorate a corridor that already has basic infrastructure - it just needs better transportation and urban design to create a more livable community - the Route 1 corridor is a very wise investment .
47	Dr & Mrs Donald & Susan Davis	7805 Elba Rd	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
48	Mr. Bob Sullivan	1509 Belle View Blvd. # b-1	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	The Rt ! corridor has been short changed for decades and we need these improvements. Too often funds have been provided to newer and growing areas of Nova at the expense of the existing neighborhoods. This needs to stop.
49	Mr Keith Kerr	8724 Falkstone lane	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
50	Mr. Mark Chernisky	13419 Pitch Pine Ct	20151	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
51	Mr Stephen Kitterman	7002 Memorial Heights Dr	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
52	Dr, Donald Brideau	2501 Parkers Lane	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	As a major business and health care organization, the changing economics are driving more patients to out patient care. Despite aging population, inpatient service growth is stagnant and with increasing pressure and improved clinical care fewer cases will be inpatient. Thus, for a vibrant hospital to serve its community, population growth will be necessary especially in a younger commercial population if we want to have a hospital that is financially sound. The projects discussed above will grow the region in family and business numbers thus necessitating additional hospital services.
53	Ms. Priscilla Glynn	4510 Squiredale Square	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment

54	Mr. Jay Roberts	7010 Grove Rd	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
55	Mrs Amy Miles	6412	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
56	Mrs. Naomi Dubiel	4413 Scarborough Sq.	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	This area of NOVA has been neglected for far too long and is a perfect location to bring in new sought after personnel for the military, and state and federal agencies. With Washington D.C. being several miles north of us and Fort Belvoir being a few miles south along the U.S. 1 Corridor, military personnel and civilian federal employees already make up a huge portion of the population in this area of NOVA. Current residents deserve government support for these improvements. Our taxes have been used to help fund improvements to other NOVA areas. It is our turn!
57	Ms Sharon Devoto	8308 Hunter Murphy Cir	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
58	Ms Debra Arnett	8945 Fort Hunt Rd	22308	No - Fund other NOVA projects first.	No fund other NOVA projects first.	CRITICAL to raise property values both commercial and residential
59	Mr. Kim Devoto	8308 Hunter Murphy Cir	22309	Yes - Fund U.S. 1 widening	No fund other NOVA projects first.	A significant concentration of citizens live along US Hwy 1, making this corridor one of the worst in the region and the country. The government needs to make the morally and logically right decision to mitigate the over-saturation of vehicles along Hwy 1 as well as for the pedestrian and vehicle growth in the near future.
60	Mr. Tom Quale	2002 Shenandoah Rd	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
61	Ms. Jan Vaughan	1601 Collingwood Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Please fund the Route 1 widening in Dumfries - that bottleneck is worse than Fairfax and it affects the quality of life of all citizens in Dumfries.
62	ms M FRIEDMAN	2734 CARTER FARM COURT	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
63	Mr David Boudreau	14870 Harvest Moon Ln	22193	Yes - Fund U.S. 1 widening	Yes fund BRT	Fix I-95. Open up the express lane to both directions, and make it easier to get on and off.
64	Ms. Gwen Boudreau	14870 harvest moon	8.01E+09	Yes - Fund U.S. 1 widening	Yes fund BRT	Priority to expand metro from Springfield to Woodbridge VA
65	Mr. Doug Roemer	8067 SAINT ANNES CT	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Dear sir/madam I was pleased to hear that these three projects (2018-006-1 / 2018-007-0 / 2018-012-0) are under consideration. My wife and I live in Pinewood Lake, and we know first hand that Route 1 south of Buckman Road is in great need of development. These projects sound like a great start. I wholeheartedly support the funding of these projects, and I look forward to visiting a Harris Teeter or Trader Joe's supermarket in Hybla Valley in the near future.
66	Mrs. Margaret Gallagher	4339 Birchlake ct	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
67	Dr. E. H. Harper	8409 Cremos Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	I have watched as improvements have been made for over 40 years in the north end of Fairfax County while the Route 1 corridor has not changed except for more congested traffic, deteriorating buildings, closed businesses. It's time to invest in the future of residents in this area, including schools and health services. An improvement in transportation, I believe, will do much to improve in all other areas. With the improvements being made at Fort Belvoir and the road widening in that area it is imperative that the proposed widening of Route 1 from Ladson Lane to Mount Vernon Highway proceed as planned.
68	Mr. Robert Yergovich	3008 Heritage Springs Court	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
69	Mr Jon Gustafson	1117 Alden Rd	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 is a major artery connecting Alexandria and Arlington with Fort Belvoir and beyond. It is time this section of the highway was updated and brought into the 21st Century!

70	Ms. Gaynelle Bowden-Diaz	8074 St. Annes Court	22309	No - Fund other NOVA projects first.	No fund other NOVA projects first.	No narrative comment
71	Mr. Carlos Diaz	8074 St. Annes Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
72	Mr David Strain	7903 Fort Hunt Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Seems like the thought process here seems to be 1. We have too many cars 2. Spend money to increase density 3. Hope all those additional people and businesses don't bring more cars because there's bike lanes (that won't be used; see Sherwood Hall bike lanes) and bus lanes (that take away travel lanes and will be underutilized because all those Millennials you want to bring in will have Hybrids and use Uber).
73	Ms. Carla Davis-Castro	4410 Laurel Road	22309	No - Fund other NOVA projects first.	No fund other NOVA projects first.	No narrative comment
74	Mr. John Scully	7820 Frances Dr	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
75	Mrs. Gwendolyn Bragg	2406 Apple Hill road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	The "new" bus lanes on the Alexandria stretch or Rt 1 (similar to what is being proposed for the Fairfax section) are under used and causing even more traffic back ups. Don't move the problem to our neighborhoods.
76	Dr. Joseph Pina	Inova Mount Vernon Hospital, 2501 Parkers Lane	22036	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
77	Mrs. Candice Christopher	25743 Tullow Place	20152	Yes - Fund U.S. 1 widening	Yes fund BRT	I commute from Loudoun County to Inova Mt Vernon Hospital, off Rt 1 corridor; widening Rt 1 would noticeably impact my quality of life.
78	Ms. Sherri Berthrong	1905 Mason Hill Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	These projects are vital to the health and regeneration of our community. It is time our projects were funded!
79	Ms Danyel Henry	2215 Lakeshire Dr	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 has been a long-standing problem for the entire 20 years I've lived in this area; the issues include: the worst traffic I've ever experienced (and getting worse because of increased staff at Ft. Belvoir), safety issues (e.g., insufficient sidewalks and walking areas for residents), and economic depression in parts of Route 1. Route 1 needs to be prioritized -- as other parts of the county and state have gotten infrastructure projects funded, I've watched the Mt. Vernon/Rt. 1 area get nothing! This project is LONG overdue.
80	Ms. Stephanie Kostro	1232 Shenandoah Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
81	Dr. Charles Draper	1604 Sherwood Hall Lane	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	It is far time for the NVTa to act on improving the Route 1 corridor from Huntington/495 to Fort Belvoir. In short, putting off these improvements will only cost taxpayers more in the long run not to mention worsen traffic congestion and decrease economic growth for the entire DMV region. Let's go on with it! Thank you.
82	MR. Malcolm Northam	7717 Tauxemont Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
83	Ms Barbara Mann	8716 Falkstone Lane	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
84	Mr Paul Mehler	2002 Old Stage Rd	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	The Rt 1 Traffic Congestion adds to the overall traffic congestion in the Wash DC area which is the 2d highest the country. Only Los Angeles is higher.
85	Ms Natalie Morris	8203 Chancery Ct	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
86	Ms. Liz Bodendorf	6909 Clemson Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	The economic development and quality of life improvements that come from these investments make them the clear choice for funding.
87	Ms. Elizabeth Burke	6911 Clemson Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
88	Mr Doug Morris	8203 Chancery Ct	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Please support all of these and help make our area as vibrant as others in the National Capitol Region.

89	Ms Clair Wylie	8635 Gateshead Road	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
90	Mr. Anthony Calisti	1215 Priscilla Ln	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I have been watching other areas of Northern Virginia receiving investment and it's our turn. We need to improve our area and revitalize Route 1. Thank you
91	Mrs. Patricia Quick	5508 OLD MILL RD	2.23E+08	Yes - Fund U.S. 1 widening	Yes fund BRT	Our area is congested at most times of day and evening. It is hard to get anywhere without adding 20 minutes EXTRA traveling time to the schedule. It is an irritant that is only getting worse. Transit opportunities will help many community members get to work faster and will take them off the road, which will help those who must use the road as they go about their daily business. It will make this area a much more desirable and pleasing place to live. We have been neglected for way too long!
92	Mrs. Clare Coulter	8025 Lynnfield Drive	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
93	Ms Glenda Booth	7708 Tauxemont Rd	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Decisionmakers have ignored the US 1 corridor for too long. Please provide funds to bring more opportunities and modern amenities to our community.
94	Ms. Rose Bottle	6900 Radcliffe Dr	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
95	Mr. Paul Mehler	2002 Old Stage Rd	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	The Route 1 Corridor from Jeff Todd Way to Costco is highly congested and contributes to the Wash DC traffic congestion making it the 2d highest in the country. Further, that same part of Rte 1 has an unusually high rate of fatalities because of its high traffic congestion and lack of crossways for pedestrians.
96	Mr. joe patrick	2728 Groveton St.	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
97	Mrs. Shannon Dubicki	9334 Mount Vernon Circle	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
98	Mr Greg Crider	2402 William and Mary Dr	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
99	Mr. Joe Carlile	2205 Belle View Blvd	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	The Richmond Highway Corridor is at a critical decision point. If we make strategic investments in the corridor today, it will create a more sustainable and desirable location for the future.
100	Mrs. caroline town	1306 gatewood dr	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	This part of the county has long been neglected in so many ways--that has to stop. We pay taxes just like the rest of the county but it feels like we live in a much less developed area, and I don't mean that in a good way.
101	Mrs. Nancy Yane-Fernald	7001 Memorial Hts. Dr.	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	It takes so long to get anywhere along Rt 1 due to congestion which has gotten much worse since I moved here in 1969.
102	Ms. Tara Miller	7918 Bainbridge Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
103	Mr. Michael Miller	7918 Bainbridge Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
104	Mrs. Diana Tersak	7303 Fort Hunt Road	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	BRT will encourage more people to participate in mass transit due to the ease of the commute. Its imperative that we prioritize these projects above others.
105	Ms Augusta Love Rutledge	7609 Range Rd	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	It's time for Fairfax County to focus on the Rte 1 corridor to bring our standard of living and commuting up to that of our neighbors in other parts of the county.

106	Ms. Lisa Adams	9443 Mount Vernon Circle	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>Iâ€™ve lived in the Mount Vernon area for almost 5 years. Previously, I lived in the Fair Oaks area for 16 years. The road quality and infrastructure investment difference is stark.</p> <p>In the years I lived in Fair Oaks, the area was completely revitalized by West Ox, Monument Road and Fairfax County Parkway projects. Additionally, the Tysons area has been completely transformed with the huge investments made there. Great! Now the county needs to invest in Route 1 and the Mount Vernon area. The have get more and more infrastructure monies and the have-nots continue to languish with little investment.</p> <p>Please review the historical data of transportation monies used in this area versus other areas. This should also be factored into the funding decision. Mount Vernon Route 1 has always seemed sad and retro â€™ and not in the â€™good retroâ€™ way. We had family visit from California when we lived in the Fair Oaks area, and they wanted to visit Mount Vernon. As we drove down Route 1 to get to Mount Vernon, the comment was made â€™oh wow, I didnâ€™t know Mount Vernon was in the poor area.â€™ (!) The difference was unambiguous and continues to be. Please take a road trip if you are not familiar with this area. Route 1 is in desperate need of revitalization.</p> <p>Iâ€™ve scanned the metrics youâ€™ve posted for each project. They don't reflect my experience (unlike other roadways, Route 1 seems always congested no matter the time of day so I always try to avoid if at all possible)â€™ but Iâ€™ll trust the metrics are correct. What those measurements don't fully reflect is that by continuing to ignore this area â€™ you are leaving a whole community in Fairfax County so far behind that the metrics will never fully reflect the damage being done to this area through funding neglect. It will take more and more money/investment/ infrastructure to help a community that pays taxes but lags far behind in Fairfax County/Regional investment. And if you continue to only use the metrics you consider (how much money benefits how many people), you will always favor established business dense areas rather than potential growth areas. You cannot continue to fund the same areas over and over again and think you are serving the entire community well. It is to the advantage of Downtown Alexandria, Tysons, Vienna, Dulles and other well-funded areas, that surrounding communities are thriving also.</p> <p>But this is not a handout â€™ itâ€™s a long overdue investment in a community and its citizens. Funding the 3 area projects: â€™2018-006-1 - Route 1 Widening (Fort Belvoir to Costco) - \$127,000,000 â€™2018-007-0 - Richmond Highway Bus Rapid Transit - \$250,000,000 â€™2018-016-2 - CSX Bridge Widening at U.S. 1 and I-95 - \$12,000,000</p> <p>will allow a previously ignored area to be revitalized and provide an economic boom (like Fairfax Corner, Tysons, etc) to Fairfax county and a citizenry thatâ€™s criminally been left behind. Thereâ€™s lots of opportunity for growth in this area. Donâ€™t leave this area behind â€™ again. (!) Itâ€™s time to share the â€™wealthâ€™.</p>
107	Mr Phillip Latham	8401 Porter LN	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
108	Ms. Kathleen Mullen	8702 Curtis Avenue	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	EMBARC needs to be a priority. For too long our part of Fairfax County is the ignored area. We need a wider Richmond Highway and increased rapid transit to alleviate the congestion. The traffic is just as bad on weekends as it is on weekdays!
109	Mr Robert Johnson	116 Mount high st	22125	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
110	Mr. Larry Huffman	7618 Range Road	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	Widening is problematic if it makes the corridor more dangerous for pedestrians. Wilson Bridge Project results show that widening does not reduce congestion.
111	Mrs Rebecca Bostick	1819 Drury Ln	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 traffic is just miserable at any time of the day- please fund this project to improve this heavily used area.
112	Mr. Gary Tiedemann	2513 ross street	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	The funding of transportation improvements to Route One is long overdue and should not be delayed any further. Please honor your commitment to the residents of the area.
113	Mr. Andrew Twigg	6631 Greenleigh Ln	22315	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
114	Mr. Curtis Hunter	4029 Laurel Rd	22309-2514	Yes - Fund U.S. 1 widening	No fund other NOVA projects first.	I have been a resident of this district for 35 years. Route 1 has been without adequate funding for transportation for decades. The situation has worsened from the influx of thousands of military and civilian personnel who were transferred to Ft Belvoir in the past five years. Rt 1 traffic, which is often at a standstill, will only get worse with the many commercial and housing development projects that are now under construction. Please confirm the Rt 1 transportation funding; it was the basis on which many of the development projects were approved.
115	Mrs. Candace Thompson	6825 Lamp Post Ln	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment

116	Mr Phil Boughton	2008 Windmill Ln	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	We are trapped in Fairfax County because our roads are not able to handle the amount of traffic. The busses are actually hindering traffic because they block one lane of Route 1 every time they stop. People riding busses do not have cars so reducing the busses would not affect any traffic issues. If you have not noticed there are record numbers of cars/trucks being purchased every month for the past 4 years. Metro ridership is going down so stop funding Metro and more busses and get more lanes for us to drive on. Some of the solutions are so simple but nobody at VDOT wants to implement easy solutions they just want to work on grand projects that take years and will not help the average person out. I do not want or need any more businesses on the Route 1 corridor. I do not care if one more apartment is built. I just want to be able to drive some place without taking hours to do it.
117	Dr. Dana Greene	7307 Park Terrace Dr	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
118	Ms Andree Dumermuth	8719 Mt Vernon Hwy	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Rte 1 is a historically significant corridor & is the main north-south artery of Fairfax County on the East side. It has been neglected for the past 30-40 years & desperately needs to be brought into the standards of the 21st century (much greater needed safety for both motor vehicles & pedestrians; modernized more efficient public transport/BRT to meet the needs of a swelling population & essential environmental engineering to mitigate climactic change, as well as providing much improved public assets to this area's biggest current & future economic & tourist destinations (FtBelvoir, MtVernon & the new Army Museum). Many low income residents along the corridor rely on public transport & safe pedestrian access along this corridor.
119	Mr Richard Welshans	8224 Kings Arm Dr	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
120	Ms. Rachel Riley	7917 Bainbridge Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I strongly support NVTA's prioritizing the projects in the eastern part of Fairfax County. The congestion on Route 1 is severe after 3:30 pm on all weekdays. This work on Route 1 will improve many modes of transportation and improve safety for pedestrians. We need more high-quality businesses in our area.
121	Ms Colwell Cook	5505 Sacramento Mews Pl	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	This part of Fairfax County seems to be ignored when it comes to smart development along this part of US1. The improvements south of Jeff Todd Way need to be continued north to the Costco.
122	Mrs. Nanette Dashiell	2601 Boswell Ave	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
123	Ms. Leslie Siddeley	7808 Schelhorn Rd	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	Visitors to Old Town and Mount Vernon have to drive through all this congestion and blight. We want them to return to our beautiful state.
124	Ms Nancy Baker	7814 ridgecrest drive	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment

125	Mrs. Emily Cooksey	902 Emerald Drive	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	The Route One and GW Parkway Corridor should be a proud, well represented and accessible corridor as it represents one of the most historic and interesting areas of our state and the US, including the home of our first President, George Washington; the boyhood home of Abe Lincoln; Woodlawn Plantation; Frank Lloyd Wright's Pope Leahey House; River Farms; the entire Old Towne area; Huntley Meadows; the shores of the Potomac River, including the GW bike path; the close proximity to Reagan National Airport and the massive Ft. Belvoir complex including a new, top notch hospital. There is lots of undeveloped land South of Ft. Belvoir that could be beautifully developed, creating more tax revenue for the county and state. There is convenient egress and ingress via 495 and 95. To maximize the many benefits to the county, state, residents and businesses of this beautiful and historic area, Route One must, and deserves to be widened, and developed. With the 100s of thousands of visitors traveling from out of town to this area to view history, for meetings at Ft. Belvoir, additional hotels are needed, better restaurants and retail, bike rental shops, bus service or shuttles provided from Old Towne to all of the hotels, historic sites and Ft. Belvoir. This area could be a gold mine for our county and Virginia. The Route One corridor has been long overlooked by our county and state leaders.
126	Ms Andrea DeRose	1942 Shiver Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
127	Mrs. Sarah Suszczyk	6938 westhampton drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	This area is in desperate need of planning and redevelopment. Please don't allow blight to continue. This is opportunity to create a livable area for families and middle class working people.
128	MS Diane Heyde	1811 Shenandoah Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I have lived in the Mount Vernon area for well over 23 years and we are in desperate need of funding to widen Route 1 as well as to provide the BRT. The population explosion in this area has been tremendous creating too many traffic jams, issues, flooding and very long commutes. PLEASE HELP US HAVE A BETTER QUALITY OF LIFE IN THIS AREA OF FAIRFAX COUNTY! The increased traffic especially to Fort Belvoir is mind boggling. I LOVE my home and my community. Please don't give me a reason to leave.
129	Mr. Robert Malloy	2006 Kenley Court	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
130	Mr. Joe Carbone	1065 Dalebrook Dr	22308-2016	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
131	Ms Arina van Breda	7821 Southdown Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
132	Dr. Mike Haltzel	2105 Wakefield Street	22308-2750	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>I am writing in support of the two projects connected with the Route 1 Corridor that are before the Northern Virginia Transportation Authority: the widening and modernizing of U.S. 1 north from Fort Belvoir to Costco and the establishment of bus rapid transit from Huntington Metro to Fort Belvoir.</p> <p>No doubt there are other proposed projects elsewhere in Fairfax County that are worthy of support. Everyone knows that the county does not have unlimited resources at its disposal, so the NVTA must prioritize.</p> <p>I am not a city planner and, therefore, can claim no technical expertise in these matters. Rather in this somewhat of a political climate I am a citizen who, I hope, still has a social conscience. The Route 1 Corridor is one of the poorest - perhaps the single poorest area of our affluent county. It is also an area where many of our fellow citizens are employed at minimum or near-minimum wage. The easternmost part of Fairfax County, in the opinion of many informed observers, has perennially been made the county's step-child in public funding.</p> <p>A drive on route 1 from Huntington to Fort Belvoir would show the NVTA Board Members how dangerous the road is for pedestrians. More than two decades ago Dave Davis, a wonderfully civic-minded local resident, was killed while crossing route 1 by a driver who ran a red light. The other day while waiting at a car wash I saw an employee arrive at work on a beaten-up bicycle, risking life and limb on the margins of route 1 with cars racing by. Such things shouldn't happen in Fairfax County in 2018.</p> <p>As someone who worked on Capitol Hill for many years, I am not unaware of political realities. Other parts of Fairfax County have the clout. But perhaps the most important metric in judging a political unit is how it treats its least fortunate citizens. By that standard the two route 1 projects should be at the top of the priority list. I hope the NVTA Board Members consider that criterion when they make their decision.</p>

133	Mrs. Amy Miles	6412	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
134	Mr. Jack Crawford	7815 Oaklawn Drive	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
135	Mr. David McNally	8010 West Boulevard Drive	22308-1225	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 has already been widened below its intersection with Mount Vernon Highway (Route 235), and the proposed 2.91 mile widening north of 235 (Project 2018-006-1) will significantly ease traffic congestion along that corridor, as well as make it far more attractive to both businesses and residential developers. As a longtime area resident (and commuter) using this stretch of Route 1 on a daily basis, I strongly recommend funding for the widening project, and related improvement of mass transit along this critical artery. Thank you.
136	Mrs. Cathy Hosek	1906 Rampart Drive	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I have lived in this area since 1989. This area has not received any influx of spending dollars on the corridor since I have been here. The development of the EMBARK project would make this one of the most desirable areas in the county to live, work and play in and it can't happen unless this funding happens. It is well past time to support this side of the county and with such a well thought out plan the money will be well spent.
137	Mr. Jack Crawford	7815 Oaklawn Dr	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>1. I strongly encourage support for the Richmond Highway Widening Project (Costco to Fort Belvoir) and the Bus Rapid Transit from Huntington to Fort Belvoir in the FY18 to FY23 Spending Plan.</p> <p>2. The widening of Richmond Highway, one of the original national highways, is long overdue. Like much of Route 1 elsewhere, in Fairfax County it was a poorly developed eyesore for a long time, but that has been changing. Fairfax County has successfully used a variety of planning and other tools to replace undesirable development along the Route 1 corridor. Unfortunately as the quality of the business and built environment has improved, the segment of Route 1 between Costco and Fort Belvoir remains with 2 lanes in each direction causing a bottleneck in the heavy traffic flow. As new and backfill development increases the residential population both in the corridor and in the region to the south, traffic continues to deteriorate. In addition, the Department of Defense has relocated significant numbers of offices from Crystal City, Arlington and Alexandria to Fort Belvoir, as well as offices from elsewhere. The result is more commuters on route 1. The beleaguered residents of the entire area are impacted by the massive traffic jams every day. They deserve better in their daily commutes and local shopping, not to mention relief from additional traffic in their neighborhoods. In fairness, something similar can be said for the commuters from areas to the south who must travel north on Route 1 to jobs and for commuters from the north going to Fort Belvoir. The time and money wasted and the environmental impacts of traffic jams simply must stop.</p> <p>3. The Bus Rapid Transit (BRT) from Huntington Metro Station to Accotink Village at Fort Belvoir will cut right through the heart of the traffic nightmare in the paragraph above. It can also link to additional transit systems at each end. Widening Route 1 is necessary and will produce a significant improvement in traffic and its negative impacts. Unfortunately, the problem is even larger than that solution. More is needed to get the full benefit of the Route 1 improvements and make it more accessible as the epicenter of American history. Ultimately, as planners well know, there is huge benefit from getting commuters and other local travelers to use public transit. The only transit option in the Route 1 corridor is by bus, and the bus must travel in the same traffic that the cars are stuck in. It will improve with the additional lanes on Route 1, but not enough to be the magnet that will get people out of their cars. Bus Rapid Transit was chosen in the local plans because it is less costly and more flexible than extending Metro. In many ways it is visionary. It will enable the Embark Plan's major redesign of development in the corridor that will have far reaching benefits in Southern Fairfax County as well as adjacent areas to the north in Alexandria and to the south in Prince William County.</p>
138	Dr. E. H. Harper	8409 Credos Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Your job is to serve all communities not just the affluent communities. Please don't ignore Route 1.
139	Mr. Robert Hicks	8409 Credos Court	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment

140	Ms mary barber	2411 stirrup lane	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	The Route One and GW Parkway Corridor should be a proud, well represented and accessible corridor as it represents one of the most historic and interesting areas of our state and the US, including the home of our first President, George Washington; the boyhood home of Abe Lincoln; Woodlawn Plantation; Frank Lloyd Wright's Pope Leahey House; River Farms; the entire Old Towne area; Huntley Meadows; the shores of the Potomac River, including the GW bike path; the close proximity to Reagan National Airport and the massive Ft. Belvoir complex including a new, top notch hospital. There is lots of undeveloped land South of Ft. Belvoir that could be beautifully developed, creating more tax revenue for the county and state. There is convenient egress and ingress via 495 and 95. To maximize the many benefits to the county, state, residents and businesses of this beautiful and historic area, Route One must, and deserves to be widened, and developed. With the 100s of thousands of visitors traveling from out of town to this area to view history, for meetings at Ft. Belvoir, additional hotels are needed, better restaurants and retail, bike rental shops, bus service or shuttles provided from Old Towne to all of the hotels, historic sites and Ft. Belvoir. This area could be a gold mine for our county and Virginia. The Route One corridor has been long overlooked by our county and state leaders.
141	mr jeff barber	2411 stirrup lane	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
142	Ms Mary Paden	6816 Duke Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>The redevelopment of the Route 1 Corridor in Fairfax County hinges on the widening of Route 1 and the establishment of a BRT system. This area of traffic congestion and outdated shopping malls is scheduled to be transformed into an area of multiple modes of transit and community business centers that will improve the quality of life of residents and attract new residents and businesses. The payback to the county and larger area of this transit investment will be enormous over the years. These projects do way beyond trying to pave our way out of traffic jams to laying the groundwork for a transformation to the new model for suburbs--small centers of integrated uses with many modes of transit and fast commuter transit to the metro and jobs throughout the region.</p> <p>These projects need priority NOW to start this transformation!</p>
143	Mrs. Addison Ullrich	2005 Bedford Lane	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	Traffic ongestion has nearly paralyzed the Route 1 corridor. People are beginning to avoid the artery by any other means which puts the burden on neighborhoods with side roads and lowers their quality of living. Businesses along Route 1 will begin to suffer as fewer people are willing to sit and wait 20 minutes to a half hour to get to the shopping centers. Rapid transit is the only answer for commuters who are trapped in increasing congestion where ever they turn. The situation is becoming intolerable. Even school children suffer who are forced into lengthy bus rides to and from school. Fire and ambulances are frequently delayed because they can't maneuver through traffic. The existing roads are in poor repair, filled with ruts and potholes because of overuse.
144	Mr. Lloyd Reinhard	9706 Velilla Rd	22015-4159	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>We live in Burke. For years my wife was a nurse at Mount Vernon hospital. She traveled Rt.1 from Pohick to the hospital. Her commute much of the time was very difficult. With the expansion of Fort Belvoir it only became worse.</p> <p>Both of us have several of our doctors in the Mount Vernon hospital area and travel Rt1 often. Between the auto traffic, and pedestrian traffic it can be a challenge. There have been many pedestrian accidents along the route, something needs to be done to allow safe crossing of Rt1.</p>
145	Mr. Usmaan Javed	4001 Sulgrave Dr.	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
146	Mrs. Louise Priest	3804 Adrienne Drive	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	It is time to do something about the terrible traffic on Route 1 every day. I have lived here a long time and the traffic out there has more than quadrupled
147	Ms. Louise Priest	3804 Adrienne Drive	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	It is time to address issues in this part of Fairfax county

148	Mr. Richard Campbell	8820 Camfield Drive	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 has been neglected for over fifty years. Growing up in the area it has always been a nightmare to drive on, and shopping is frustrating as a result. The BRAC has brought and will bring greatly increased traffic, and the existing roads cannot accomodate this. Our area also needs the infrastructure improvements to attract housing and business improvements.
149	Mr. William Chilton	3420 Ayers Drive	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>Richmond Highway isn't the only congested corridor in Northern Virginia. But while it is the busiest bus corridor, it seems like the only one that hasn't had a lane added or transit improvement in over 50 years. (When was Richmond Highway expanded from two lanes to four, WWII?) There is no HOV and buses share the road with massive automobile traffic. For those of us who live in Mt. Vernon there is no reasonable alternative to get to work whether it is toward Alexandria in the north or Fort Belvoir in the south. Bus rapid transit (BRT) will be transformative to our lives and to the communities and businesses along the Richmond Highway corridor. Along with other recent changes to the Fairfax County Comprehensive Pan BRT will:</p> <ul style="list-style-type: none"> * save travel time for local residents and employees * get more commuters out of their cars and onto transit * bring more businesses * bring in more high-salaried workforce * increase property values * be a more equitable distribution of recent sales tax increases that were earmarked for transportation
150	Ms. Marcia Crockett	3834 Joshua Place	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>I have lived in this area for 39 years. Even in those earlier years, I avoided using Route 1 because of the traffic. Years later, the situation is markedly worse. Now I dread having to use Route 1 on the weekends at all. It takes forever to go even the shortest distances. Improvements seem to be made in other areas of the County, while we get only promises and delays. We got BRAC, and Route 1 was widened in front of Ft. Belvoir, but we're left with a bottleneck between Costco and Ft. Belvoir. Sometimes it takes three green lights just to get from Buckman Road onto Route 1. We need both widening of Route 1 and a rapid transit system. South County needs help yesterday!</p>
151	Ms. Christine Culver	8110 Russell Road	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Better, safer roads and transit are long overdue for Richmond Highway.
152	Mr. Monty Montgomery	2430 Ross St	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	An example of congestion strangling businesses is Brice Rd in Columbus, OH - once thriving area that attracted many businesses, but congestion became so bad, no one wanted to shop or work there and business closed and moved elsewhere.
153	Ms Kathryn Tindle	8909 Battery Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
154	Ms. Annette Puente	7120 Coventry Road	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	Rt 1 infrastructure improvements have been overlooked for too many years. The growing population south of Old Town warrants the attention of NVTAA. Critical infrastructure improvements will bring more businesses and more jobs to this area, and it will make commuting easier for all residents in the area. And, development will increase tax revenues for the county and state. Please do not overlook us again!
155	Mr TaB Patrick	8801 Anne Tucker Lane	22309	Yes - Fund U.S. 1 widening	Yes fund BRT	Route 1 is currently the anchor weighing down property values and thus development of our area due to the negative impacts of its condition and surrounding environmental conditions. Educated people do not want to live nor raise their families near Route 1. You must change that or the area will continue to deteriorate.
156	Mr. Zachary Millimet	2303 Cavendish Drive	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
157	Mr Curtis Marshall	3427 Clayborne Ave	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>While widening Rt 1 and implementing the BRT plan will certainly benefit those living on the Rt 1 corridor, it will also significantly improve tax revenue for the state. The increase in property values and influx of higher end commercial interests and tourists will have a positive economic impact on the state as a whole.</p> <p>Furthermore, the funding of these two projects will enhance the standing of Northern Virginia in the DC/Maryland/Virginia metro area and continue to attract the highest quality residents and businesses to our state.</p>

158	Mrs. Barbara Rufe	8517 Culver Place	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	As a long time tax payer living in the south-east area of Fairfax County, it has been apparent that county officials neglect us in preference to the â€œnewerâ€ areas of the country. We are in a prime location (close to the river, D.C., and potentially a large area of valuable land that has to be upgraded and redeveloped). Upgrading the transportation system along the Route One corridor will be the cornerstone on which creative multi-purpose planning will take place. We need these funds for improvements. It is beneficial to the entire county.
159	Ms. Suzann Gallagher	8410 COnover Place	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	If NOVA focuses on improvements to its older, close in suburbs, we could drastically improve quality of live for tens of thousands of residents and commuters, making the area more livable, attract residents to closer-in neighborhoods, and increase the value of aging real estate. It will also make the commuting area more sustainable for the long-term.
160	Mrs. Petra Holden	1129 Arcturus Lane	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	If you don't want this side of I-95 to fall into disrepair, you really need to start funding the route corridor. Fort Belvoir has added a lot of extra traffic, and Amazon will want to see Improvement in mass transit before they choose to move here. If you don't do it now, this area will become more blighted and less likely to encourage Millennials to move here.
161	Ms. Rosemary Carmichael	7528 Elba Road	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	This part of the county has waited too long for these improvements. Please fund these projects. Do the right thing.
162	Mr Jared Lilly	2215 Sweetbriat Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
163	Ms. Kate Spears	7974 Revenna Ln	22153	Yes - Fund U.S. 1 widening	Yes fund BRT	The Rt. 1 corridor has long been neglected and passed over for transportation improvements. The residents of Alexandria/Mt. Vernon want to see these improvements brought to our area. We want to see our tax dollars at work in OUR NEIGHBORHOODS for OUR BUSINESSES!
164	Mr. Matthew Dunne	8701 Camden St	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	The Route 1 corridor is on a critical path to economic redevelopment because of the anticipated widening and other improvements. This funding is critical to ensure the successful completion of these redevelopment projects and to improve and protect our quality of life. Eastern Fairfax County should receive its fair share, after many years of Western Fairfax receiving a disproportionate share of transportation funding.
165	Ms. Lynda Dunne	8701 Camden St	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	Please fund these improvements! We need them for our quality of life, to ease congestion, and maintain property values
166	Ms. Evelyn Dunne	8701 Camden St	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I want to live and work in this area for the rest of my life, but public transportation is not accessible in this area. We need access to the metro just like other DC metro area residents.
167	Mrs Sue Smyth	8107 Kane Ct.	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	I support all transit improvements to the RT 1 corridor.
168	Mr. Doug Kleine	5904 Mt Eagle Dr #614	22303	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
169	Mrs. Toni Adams	2104 Yale Drive	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
170	Mr. Fred Fernald	7001 Memorial Hgths Dr.	22306	Yes - Fund U.S. 1 widening	Yes fund BRT	We need Bus Rapid Transit to carry travelers from Huntington Metro down Rt 1 to Ft. Belvoir. I am a retired union ironworker and a regular voter. Please vote funding for the Rt. 1 area; we have waited a long time for this. Thank you.
171	Ms Kate Manzanares	1801 Rollins Dr	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
172	Ms Susan Boswell Sears	8835 Camfield Ct	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
173	Mr Gregory Evans	1002 Darton Dr	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
174	Ms. Maureen Sturgill	5914 Bond Ct	22315	Yes - Fund U.S. 1 widening	Yes fund BRT	South Fairfax County deserves improvements which have been lacking for too long.
175	Dr Jean Fuglesten Biniek	7040 Quander Rd	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
176	Ms Dawn Drennen	6729 W. Wakefield Dr	22307	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment

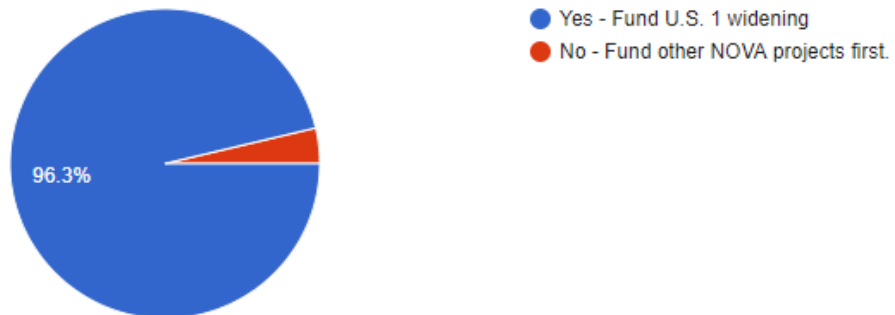
177	MS Lanita Thweatt	8810 Copper Leaf Way	22039	Yes - Fund U.S. 1 widening	Yes fund BRT	No narrative comment
178	Mr. Mike Uster	9443 Mount Vernon Circle	22309	Yes - Fund U.S. 1 widening	No fund other NOVA projects first.	<p>I urge the NVTA to fund the two projects:</p> <p>Â- 2018-006-1 - Route 1 Widening (Fort Belvoir to Costco) - \$127,000,000</p> <p>Â- 2018-007-0 - Richmond Highway Bus Rapid Transit - \$250,000,000</p> <p>I work in Herndon and live in the Mount Vernon area. I was unaware of the Mount Vernon area until I moved here almost five years ago. I think most of Fairfax County has the same experience â€“ you visit Mount Vernon but donâ€™t really consider the Mount Vernon area for any other reason â€“ no great schools, restaurants or other reasons to visit other than Mount Vernon. And if you visit Mount Vernon, visit the site and then get out. That needs to change.</p> <p>Driving north on route 1 from Fairfax County Parkway has improved with the widening project, but that project needs to be completed. By completing the widening and adding bus rapid transit, you will be revitalizing an area that is in desperate need and has been ignored for years and really has a lot to offer. I donâ€™t know why this area has been so long overlooked -- I live here now and find it puzzling. This area deserves the investment other areas have received. It needs an upgrade. Letâ€™s do this.</p>
179	Mr Jack Anderson	2001 Jamestown Road	22308	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>1) Alexandria to/from Fort Belvoir has become a serious issue for all of the people involved--both civilian workers and military personnel and their families.</p> <p>2) Route 1 as well as the alternate routes are now strained. Road/Transportation construction is going to increase the strain, therefore waiting until the problem gets worse is going to increase that strain. The lesser impact will be the increased cost of accomadation during construction. The greater impact is the risk to maintaining economic viability in the region. Postponing fixing the problem now could more than double the cost later.</p> <p>3) The people who live south of Fort Belvoir and need to get to points north of it are also affected.</p> <p>4) There are many service providers who keep businesses both north and south of Fort Belvoir running--sometimes making the Route 1 trip several times a day.</p> <p>5) It is cheaper to fix it now. Fixing it now will increase the economic vitality of the region and provide a benefit of income to the comonwealth.</p>
180	Mr. Matthew Bell	2451 Midtown Ave	22303	Yes - Fund U.S. 1 widening	Yes fund BRT	<p>Build Metrorail to Hybla Valley and then all the way to Ft. Belvoir! Look at the purple line in MD as an example of a P3 project that will save tax payers money and allow the transit construction & operators to be fined or held accountable if they donâ€™t complete and operate on time and safely. The studies from DRPT and VDOT show that residents in the communities of Waynewood, Riverside, and other communities between RT.1 and MV Parkway will not be riding BRT. Almost all of the projected riders will come from residents of new developments. There are very few examples of successful BRT systems in America (there are in Central America) while LRT and heavy rail have successful examples in almost every metro area. The DPRT study ranked LRT and Metrorail higher in ridership, economic development and safety. In addition, now APTA (American Public Traist Association) has driverless electric buses at their conferences. The bus industry is changing. This is a billion dollar project. As we plan for the future of Rt. 1, we should plan for future technology. Not methods that will not serve the current and future citizens of Mount Vernon best!</p>
181	Ms. Mary Jane Reyes	5929 Hallowing Dr	22079	0	0	Time for Northern VAto prioritize projects in lower income Rt. 1 area. Time to balance racial diversity in funding priorities.
182	Mr. Ken Siegfried	1217 Belle Vista Dr	22309	0	0	<p>The changes to Ft. Belvoir due to BRAC have created very serious traffic congestion to our region. Ft. Hunt Rd now backs up every evening going SOUTH to NORTH towards DC! And from what I have read Ft. Belvoir is likely to increase in size dramatically more in the next 10-20 years. We desperately need to address these issues. The entire Rt. 1 corridor needs to be upgraded and expanded to keep this from being the biggest bottleneck in NOVA since the infamous mixing bowl. We need to act now before it's too late.</p>

PRINCE WILLIAM COUNTY NVTA PROJECT COMMENTS SUBMISSION SUMMARY

Should NVTA allocate funding for U.S. 1 widening between Dumfries Road and Brady's Hill Road (where southbound and northbound U.S. 1 come back together at the southern end of Dumfries) or prioritize other projects in Northern Virginia?



54 responses



Prince William County NVT A Projects Comments Submission

No.	Name	Street	Zip Code	Support Widen U.S. 1 in Dumfries	Comment
1	Ms Lisa McFarren-Polgar	3986 Melting Snow Pl	22025	Yes	I find the congestion on Rte 1 in Dumfries very difficult to deal with. It can take me 30 minutes to go 3 miles to get to the post office. It's also very dangerous to turn into the lanes because of lack of visibility.
2	Mr. Daniel Kaminsky	417 Oakridge Drive	22556	Yes	Route 1 through Dumfries is in dire need of restructuring. It is a major crossroads in North Virginia and has suffered from massive traffic jams and lackluster commercial development for many years now. I feel it's well past time to approve funding and help Dumfries modernize with the rest of the state.
3	Mrs. Monae Nickerson	3315 Ring Necked Ct	22026	Yes	Current traffic congestion in my home town of Dumfries, has me a prisoner in my home on the weekends and it has diminished my quality of life due to my extended commute time during the week. Widening Route 1 will allow traffic to flow better and ease congestion in an area that has become increasingly overpopulated.
4	Mr. Eugene W. Johnson Jr.	1751 Ft. Henry CT.	22026	Yes	Need a better bus service for the ones that don't have cars.
5	Ms. Donna Burke-Fonda	15322 Edgehill Dr	22025	Yes	The expansion of US 1 in Dumfries is of vital importance to anyone who travels the I-95 corridor, and for public safety. Additionally, the expansion of rail in Woodbridge will assist with the establishment of a strong and vital rail service.
6	Ms Kara Kallio	17357 Tripoli blvd	22026	Yes	As a resident of the town of Dumfries I am often a prisoner in my neighborhood. In the summer especially I more often than not get to rt 1 and have to turn around and go home as I cannot get out of my neighborhood for the back up.
7	Mrs. Kim Josephson	17645 Marsh Harbor LN	22026	Yes	The traffic is just getting worse. I feel like a prisoner in my home due to traffic. Enough is enough! We need a solution!
8	Mrs. Sonja Beavers	15604 Catrock Sluice Way	20112	Yes	If you don't think it is an issue, visit the intersection of 234 and Route 1 any day of the week around 5:30 or 6. There is always a huge backup. Something needs to be done to address this congestion. I park at the commuter lot and am thankful every day I am turning right instead of left getting out of the lot. Getting to the lot from 95, however, often takes about half or more as much time as getting from DC to the exit. Please fix.
9	Ms. Judith Moore	17565 Old Stagecoach Rd	22026	Yes	No comment

10	Ms. Judith Moore	17565 Old Stagecoach Rd	22026	Yes	Rt 1 in Dumfries Becomes a nightmare most Friday afternoons, and any other afternoons and evenings when there is an incident on I-95. This causes delays for clients getting to our location to pick up children from daycare, a problem for us when we are transporting children to and from school. Our street Old Stage Coach Rd has at times become a bottle neck from people bailing off of Rt 1 in the hopes of trying to get through the congestion in a timely manner. Please fund this project to make our streets safer for our kids in the community.
11	Ms Ann Toone	18263 Woodland Drive	22172	Yes	No comment
12	Lt Col, USAF, Retired Brenda Robinson	17837 Oyster Bay Court	22026	Yes	Seriously consider allocating funds for the widening of U. S. 1 for the Town of Dumfries. The people in Dumfries are suffering due to traffic congestion which makes you feel like a prisoner in your own home and limits movement around in the area.
13	Mr. Michael Bietsch	18055 Possum Point Rd	22026	Yes	Improving Rt. 1 is a must. This route is used by so very many, a good traffic flow will improve local travel and make life better for commuters.
14	Mr. Lawrence Tayon	13373 Ferry Landing Lane	22191	Yes	I live in Woodbridge and agree that numerous projects on 234 should be funded but believe that the R1 project through Dumfries is more important. I'm amazed that this project has not been approved before. Those that sit on boards have no idea what this project would do to speed up traffic on R1 in both directions. Its one light and the short road between R1 lanes that causes all of the problem. Its sad that residents have to tolerate this in NoVa.
15	MR Jerome Johnson	16593 Badger ct	22026	Yes	No comment
16	Dr. (PhD) Rick Smith	3221 Riverview Dr.	22172	Yes	Please fully fund the widening of US 1 - desperately needed for safety and many other reasons.
17	Ms. Eileen Thrall	18312 Possum Point Road	22026	Yes	Have already sent letter.
18	Mr. Scott Matthews	16084 Dancing Leaf PL	22025	Yes	Dumfries desperately needs this new road so the town can grow and catch up to the rest of the County.
19	Mrs Arsheki Berry	15641 Three Otters Place	20112	Yes	No comment
20	Ms. Eileen Thrall	18312 Possum Point Road	22026	Yes	Have already sent letter.
21	Ms. Yolanda Payton	15684 Threr Otters pl	20112	Yes	No comment
22	Ms. Samantha Camacho Chavez	15216 Colorado Avenue	22191	Yes	Your not solving the congestion by widening route 1 or any roads. Your making so many houses off route 1...so it will never get better. Work on making a solution towards fixing those darn traffic lights...and programming them toward flow of traffic...some of the lights CAUSE traffic and congestion...or more HOV access from 95 so people don't cut in on route 1 thinking it'll be "less" traffic to get to Stafford or Fredericksburg...
23	Mrs Regina Terlau-Benford	18905 Red Oak lane	22172	Yes	Dumfries is overlooked and overdue for this expansion. Please contribute to the economic development and ease congestion by funding the widening of route one.
24	Mr. Warren O'Hara III	15590 Golf Club Dr	22025-1116	Yes	No comment

25	Mr. W. Roy Tuthill	13500 Forest Glen Road	22191	Yes	The Route 1 project needs to be in the highest priority category now and remain there until completed. I commuted between Fredericksburg and Alexandria for 25 years and this need has only worsened.
26	Dr. Kirsten Krueger	26 Shawnee Way	22556	Yes	We are sick of being at the mercy of traffic jams on I-95, traffic jams in the I-95 Express lanes, and traffic jams along Route 1 between Fredericksburg and Alexandria. The Dumfries Route 1 bottleneck is a serious impediment to traffic flow that must be corrected now.
27	Mr. Sean Wallace	18028 Tebbs Lane	22026	Yes	<p>I am both a homeowner and business owner in the Town of Dumfries. Our home is located in a development fed by Route 1, and my business is located directly on Route 1 (Main Street).</p> <p>For the past 13 years, I've watched as business and commerce grind to a halt in the Town of Dumfries during the summer weekends. Locals know that you can't quickly go out to get your haircut, run to the bank, pick up food or really conduct any business at all in the Town when summertime I-95 traffic diverts onto Rt. 1. My fellow business owners know that commerce stops when our Town becomes a traffic jam of cars with NY & NJ plates. Some of these cars might stop to get a donut and coffee, but that's the only business they - or anyone else - will be doing in the Town when it's solid gridlock.</p> <p>Lots of government entities pay lip service to economic development in the Town, but few of them ever step up to the plate with solutions to the *actual* barriers that locals face on a regular basis. This is NVTa's opportunity to deliver an actual solution to a real problem that blocks economic growth in Dumfries. This is not just about relieving traffic congestion, it's about improving economic opportunity for Town of Dumfries residents.</p>
28	Mr. Prolay Mukherjee	17984 Swans Creek Lane	22026	Yes	We trust Senator Scott Surovell's judgement and initiatives for improvements in my community.
29	Ms. Mildred Carroll	16892 Four Seasons Dr.	22024	Yes	The eastern terminus of RT. 234 at Rt. 1 is excessively congested. Population is increasing in that area with new condos and single family homes under construction. There is a limited number of hours to access the post office or other businesses in the town of Dumfries without being stuck in traffic while trying to exit from or return to Rt. 234. The current improvements on RT. 1 in Dale City are impressive; they should continue through the town of Dumfries.

30	Mr. Jeffrey Parker	18814 Pier Trail Drive	22172	Yes	PWC continues to allow builders to construct new housing developments, shopping centers and churches on Rt. 234 near Rt 1. With this new development brings more people and more congestion. In the past year there has already been a significant increase of traffic in the area. There's now a consistent daily traffic jam at the intersection of Rt.1 and Rt.234 which backs up as far west as the I-95 off-ramps on Rt 234. I sit at the traffic lights between the Rt. 234 commuter lot and the Rt.1 and Rt.234 traffic light for at least 10 mins or more just to get home in the evenings, as I commute back and forth to work from DC. The expansion of the existing infrastructure needs to be a number one priority. It's becoming unbearable to even go out on the weekends around the Triangle/Dumfries area heading North or South on Rt. 1 or I-95. Something has to be done about this traffic. Widening the roads and adding additional tracks for the VRE just makes common sense.
31	Mr Adam Raasch	118 Mayfair Place	22556	Yes	<p>I don't live in Dumfries anymore, but my parents are still there and there is never a good time to try and get to there house on weekends anymore because of the nonstop congestion of this route 1 stretch. I am in Stafford and drive these stretches in my daily commute though. The lights in town are not in-sync and intersections are consistently blocked. I would like to see plans to do something in and around Dumfries to fix and/or remove the congestion, however, just making roads bigger doesn't seem to be a final solution. In widening the road, what businesses in the Town will be effected? What is the length of time for construction where even more congestion will take place during that time? Will there be new speed limits with the increased road size and the brake lights from Quantico/Triangle to 234 light is another reason for congestion for those of us that follow speed limits? As for Woodbridge Area and Occoquan stations, I have no experience with this or plan to be as I find myself never wanting to be a resident in that area due to congestion of traffic, construction, people, and businesses being added constantly.</p> <p>Now as Stafford might as well be thrown in with these areas of congestion as interstate 95 and route 1 are no better in this area and Quantico shuts off any ability to have an easier route for local traffic to use, we could use some help here to aide in breaking up congestion as it seems more and more stuff, people, businesses, etc. are coming in and lacking the road availability to service it. Route 610 and connection roads at perimeter of Quantico land are seeing increases in congestion and unable to handle it. One another note, these hot lanes are a complete joke that screwed the Interstate 95 as all they are doing are moving bottleneck further south, maybe once they reach Fredricksburg we can see some relief in Stafford, but then those further South will be asking for help. Not to mention the price to use them is ridiculous.</p>
32	MS DANA SHIFFLETT	18033 WOODS VIEW DR	22026	Yes	No comment
33	Dr Tokzhan Clay	3491 Logstone Drive	22172	Yes	U. S. 1 traffic is one of the factors that prevents further development of our area. Value of our properties is influenced by that as well.
34	mrs. cheryl sagers	5077 willow oak pl	22025	No	I believe you should look into extending Benita Fitzgerald road to Dumfries road Rt 234. Build the bridge so the road can be completed. Get people who live in our area off I-95. Then extend the road (Van Buren) south past Dumfries Road south to circle around Dumfries, Triangle, Rt 1 area . Too much money is spent on mass transit and not on our local residents for their well being.

35	Ms. ELISABET MICHAELSEN	15325 INLET PLACE	22025	Yes	I agree with Senator Shrivelled requesting improvements of it 1 per his recommendations published at recent forum and shared with Derrick Wood. The residents of Dumfries need help paying for this project.
36	Mr. Aaron Penney	15545 Winding Creek Drive	22025	Yes	Traffic bottlenecks very very consistently in Dumfries as all commuters and local residents know all too well. Please help with this problem ASAP!
37	Mr. and Mrs. GARY and Nancy WEST	3867 Cameron St.	22026	Yes	We have lived on Cameron St. in Dumfries since 1966 and have seen traffic get worse every year. In order to leave Cameron St. and "get out into the world," we have to exit on to Rt. 1 by either Washington St. or Duke St. On most days, from about 3:00-7:30 pm, this is almost impossible. It is actually life threatening. We have to wait until drivers in two lanes of traffic see our plight and both stop to let us out. This is especially true when making a left hand turn. When anything happens on I-95 to stall traffic, we are trapped in our neighborhood. Something must be done!
38	Mr. Robert Thayer	P.O. Box 636	22125	No	Please ask the NVTa if they have a calculation on the man-hours lost at \$30 per hour due to stalled traffic between the Occoquan Bridge and the Dumfries split for BOTH Route 1 and I95 and how much of that would be alleviated by the six-lane addition on Route 1.
39	Mr Martin Jones	18205 possum point rd	22026	Yes	I live on possum point rd and when I95 is backed up it spills onto us 1 blocking movement terribly for all including emergency personnel and with power plant need emergency access unrestricted..possum point should be connected up to cherry hill in the back for more and better access and egress..should emergency arise we have only one way out
40	Ms. Janice Parks	16260 Taconic Cr	22025	Yes	95 constant congestion is well known. Express lanes are way to expensive and this only leave US 1 and we simply need to be able to move around faster and not spend so very much time sitting in traffic. I think the expansion will also cut down on the number of accidents on US 1.
41	mrs Elizabeth Bearden	4033 MAMMOTH CAVE LOOP	22025	Yes	Living here is a nightmare. You can't do anything on the weekend.
42	Mr. chris bees	14907 Potomac Branch drive	22191	Yes	U.S. 1 widening will not only ease traffic, but help build jobs and revitalization to a very important corridor in the Commonwealth.
43	Mr James Turner	3957 Fairfax St	22026	Yes	As a resident of Dumfries, widening Route 1 is a major concern.
44	Mr. Howard Ghee, Jr	3484 Eagle Ridge Drive	22191	Yes	No comment
45	mr sean mculty	18306 candice drive	22172	Yes	No comment
46	Mr. Wayne Clay	3491 Logstone Drive	22172	Yes	I am a resident of Triangle, VA. I feel this funding of \$2.1 billion dollars should be allocated to the US Route 1 expansion project and VRE expansion project. The volume of traffic in this area has ballooned, which makes transporting to my office in the Washington DC Metro Area difficult and frustrating.

47	Mrs Amie Conteh	18635 Kerill Rd	22172	Yes	As a resident of Triangle that travels Rte. 1 daily, any solution to improve the travel flow within Dumfries would help tremendously. Our lives are bound by the traffic in the area, which is now 7 days a week.
48	Ms. Lucia Anderson	16007 Laconia Circle	22191	Yes	I have lived just off of U.S. 1 on the southern edges of Woodbridge since 1969 and travel that highway on a daily basis, often south through Dumfries. The road through Dumfries is virtually the same today as it was nearly 40 years ago when we moved here. I am sure I don't need to tell you that the area has changed significantly in that time, particularly the amount of vehicular traffic. When I-95 has a problem, Route 1 is impossible. I have been known to take 234 to Independent Hill and come back east on Joplin Road just to get to the commissary at Quantico Marine Corps Base on the same day I started from home. Please help us out by funding the road-widening project through the Town of Dumfries. Thank you.
49	Mr. Steve Halleman	18540 Tralee Lane	22172	Yes	As a resident of Triangle, I think fixing the issues with Route 1 in Dumfries would contribute to the economic development of this end of the County and ease congestion for getting into MCB Quantico and Quantico Town.
50	Miss Danielle Greenfeld	15410 Beachview Dr	22025	Yes	One of the reasons I left that side of Dumfries and opted for a house in Montclair!!
51	Mr. Wayne Clay	3491 Logstone Drive	22172	Yes	I am a resident of Triangle, VA. I feel this funding of \$2.1 billion dollars should be allocated to the US Route 1 expansion project and VRE expansion project. The volume of traffic in this area has ballooned, which makes transporting to my office in the Washington DC Metro Area difficult and frustrating.
52	Mr Mike Beaty	13644 Bridlewood Dr	20155	Yes	No comment
53	Dr. Douglas Hudgins	17925 Marsh Harbor	22026	Yes	I am familiar with the traffic in the San Francisco Bay area, and in the Los Angeles area. However, the I-95 corridor south of the beltway to Fredericksburg is the worst Traffic nightmare that I have ever experienced. In the summer, starting May and running through September, residents of Dumfries and Triangle are effectively prisoners in their own homes. After about 8 AM in the morning, I-95 locks up solid, and the spill over onto Route 1 soon locks it up as well. You cannot hope to travel either north or south from Dumfries without having to endure long drive times and stop and go traffic. The traffic situation is outrageous and makes living in the area torture.
54	Ms. Jo Scott	13608 Choir Street	22192	Yes	We need the lane on I-95 southbound that ends at the Occoquan bridge to continue at least through to Dumfries. We also need the extra lane on I-95 northbound that starts north of the Occoquan bridge to begin before the Woodbridge entrances. The Occoquan bridge bottleneck is terrible in both directions.

Embark Richmond Highway is a multi-year project to bring bus rapid transit to the corridor, along with a future extension of the Metrorail Yellow Line to Hybla Valley. Five clusters of high-density, residential/commercial developments are planned at Huntington, Penn-Daw, Beacon Hill, Hybla Valley, and Engleside.

In order to build a presentation for an engineering professional society on the Embark project, I read the report of the primary supporting study (Route 1 Multimodal Alternatives Study) and had questions and concerns. I then attended the November 2016 community outreach presentation, where I saw the planned traffic modifications and the recommended land use developments. I had questions and concerns. To determine why those proposals were made, I researched Embark by applying skills learned as an engineer and project manager in the U.S. Department of Defense. Under the Embark plan, it appears the proposals for land use and transit changes will actually worsen conditions for those of us who use Richmond Highway daily. These include not only commuters passing through, but mostly the many residents of Lee and Mount Vernon magisterial districts from Telegraph Road to the Potomac River who are local users. The issues concerned follow:

1. Population/ Traffic Growth vs Traffic Solutions: Embark's goal to increase the population density-- directly on Richmond Highway - will significantly increase vehicular traffic. This will be intentional, to make the traffic situation so dense that federal funding may then be requested to extend the Metro rail to Hybla Valley. This solution is not helpful for those who use Richmond Highway for routine, local business, seven days a week. Embark, as planned, will create a congestion problem instead of easing traffic.

2. Blocking Local Traffic: Embark will construct two bus-only lanes, bordered with concrete medians, down the middle of Richmond Highway. The center bus lanes will prevent local traffic from turning left, into or out of destinations. The center-lane bus option will increase the congestion due to the elimination of intersections without traffic lights, will eliminate all left turns into or out of businesses, will eliminate left turns on green lights, and therefore will make running errands in the area more difficult at all times of the day or night. Of the traffic options available, this is the most restrictive and unnecessary to meet the original objectives (Route 1 north of Alexandria at the Potomac Yard development is a

problematic example).

3. Decreased Parking: Embark will decrease accessibility to the existing businesses on Richmond Highway. Currently, there is adequate parking at shopping centers along Richmond Highway to handle surges in customer demand at grocery stores, hardware stores, restaurants, retailers, etc. Embark's land use plans will replace current shopping centers and parking lots with urban grids of multi-use (high-to-mid-rise) buildings with curb or underground parking. It will be much more difficult to park, greatly reducing the convenience of doing business on Richmond Highway. While Embark's focus is to support people living within half a mile of the five identified multi-use clusters along Route 1, there are clear ramifications for the rest of the community.

4. Core Business Disruption: Embark will displace heavily used staple businesses (grocery stores, hardware stores, etc.) with smaller businesses in an urban grid. Add the planned increased population, and those living between the Potomac River and Telegraph Road will be forced to drive further and shop elsewhere. Embark compares its proposed multi-use clusters along Richmond Highway to the developments of Reston and Clarendon. These two areas, as they grew because of an existing trolley line, built shopping centers to serve their citizens and the surrounding area. Embark seems to be regressively tearing down our shopping centers to create traffic congested "towns" without addressing support for the local users from Telegraph Road to the Potomac.

5. Embark Doesn't Meet Study Identified Needs: The Route 1 Multimodal Alternatives Study highlighted vehicular congestion as one of four major, needed improvements, including weekend traffic. For a reason I could not discern, the issue of vehicular congestion was then reduced to a small part of the measures, which were used to score the alternatives. Contradicting the state study, the Fairfax County Transportation presentation now reduces those concerns further, showing few vehicular traffic issues on Richmond Highway. Embark now plans do little to address traffic, other than attempt to maintain current levels of congestion. Unfortunately, the amount of through- and commuter- traffic is used erroneously by both Fairfax County and Embark as "all trips". Little consideration is given to the local traffic which dominates much of Route 1 use and congestion. With no

planned improvements to relieve this congestion, it will only grow in direct violation of one of the main stated needs of the "supporting" study.

Additional Non-Critical Concerns:

A Plea for Better Aesthetics in Ongoing "Multiuse Building":

Recommend finding a way to encourage multiple, different, and perhaps local developers to design any multi-use buildings of Embark. The obviously common, and inexpensive design of "metro box" high-rise buildings from Crystal City to Lorton is disturbingly consistent and reminiscent of Soviet era apartment blocks, only with differing facades. The appearance of these buildings, especially in numbers like at Huntington Station stand in stark contrast to quaint neighborhoods surrounding them. Even when they have green spaces planned for them, such as the ones south of Potomac Yards mall, they resemble military facilities much more than the wooded lawns and meandering neighborhood sidewalks of Fairfax County. There's a reason why most of us live in Fairfax County, and that reason is we don't want to live in a Soviet style or military planned community.

Comments



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If you have questions or would like
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Name: Daniela Gilardelli

Street Address: 9023 Patton Blvd
Alexandria

Date and Location of Meeting Attended (if applicable): 5-9
government center

Share your thoughts:

the traffic on route 1 is damaging the life of the
citizen

Daniela Gilardelli

Email Address: d.gilardelli@confluence-demit
(optional)

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Comments



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public meeting at government center

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Share your thoughts:

2018 - 007 - 0

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are fundamental for our quality of life

Daniela Gilardelli

Comments



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Name: Roemers

Street Address: 8067 SAINT ANNE CT

Date and Location of Meeting Attended (if applicable):

5/9/18 Mt Vernon

Email Address: _____

(optional)

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Share your thoughts:

We fully support 2009
2018-007-0
2018-006-1

William Roemer

Doug Roemer

Comments



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Street Address: 3704 Nells
Road, Alexandria VA 22309 ☐ Check here if you would like to receive periodic news and
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Date and Location of Meeting Attended (if applicable):
May 9 - Mount Vernon

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Share your thoughts:

This is a critical investment for
the future of the Mount Vernon
area. It is a heavily used
corridor that needs to be
prepared for future growth in
population, jobs & more
development.

Please support this effort to the
maximum extent feasible.
This will help also to provide
greater equity to this important
area of Fairfax County.

Fund Com

2018-006-1
2018-007-0

Comments



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Name: W P Beck

Street Address: 2405 Parkers Ln
Alex VA 22306

Date and Location of Meeting Attended (if applicable):
9 May 18 MT Vernon Govt Center

Share your thoughts:

2018-006-1, 2018-007-0 and 2018-012-0 are
critical projects needed in the "Richmond Highway Corridor" /
Route 1 area of Fairfax County.

Please ensure that adequate funding is provided.
Years have gone by without the needed attention and
action required to improve road widening, bus transit and
underpass widening.

Thank you!

Email Address: W Beck@cox.net
(optional)

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SCF represents more than 30 communities in Southeast Fairfax County

Comments



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to become involved in advocating
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(Secretary, South County Federation)

Name: Catherine Bonnefil

Email Address: mabonnefil@msn.com
(optional)

Street Address: 8622 Oak

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Date and Location of Meeting Attended (if applicable):

May 17, 2018 Governmental Center

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Share your thoughts: Regarding the Richmond Hwy CSX Underpass Widening

- ① This long-neglected bottleneck will cause increasing negative impacts on Route 1 as the EMBARK project continues to widen and improve the highway North of the Underpass site
 - ② The Underpass is in close proximity to the most highly congested interstate ~~system~~ corridor in the nation!! Improving the Underpass will decrease the occurrence of dangerous truck incidents, caused by the underpass's limited vertical height.
 - ③ This project is the South County Federation's top priority
 - ④ Approving \$12 million in funding allows us to leverage the cost-sharing with CSX and DRPT
 - ⑤ We feel that this proposed improvement has the potential to deliver a high return on investment, improve safety, + provide equity to the funding process
- PLEASE APPROVE THIS PROJECT**

For more information on projects go to www.TheNoVaAuthority.org