

To: Members of the Alexandria City Transportation Commission and Northern Virginia Transportation Authority  
Subject: Public Comment Period for Draft 2017 Program

My name is Liz Goldmann and I'm a resident of Alexandria. Due to other commitments I'm unable to attend the Alexandria City Transportation Commission meeting but wanted to provide my comments on the Northern Virginia Transportation Authority program. Please share this with your commissioners and the Northern Virginia Transportation Authority officials.

First and foremost thank you for allowing public comments on this draft program. All of the projects which are included will help transportation but my particular comments relate to four projects which I think are very important and should be granted funding.

The first project is the Potomac Yard Metro Station which falls along US Route 1 in Alexandria. This project will be a catalyst for urban development and get people out of their cars and get people to live and work and shop within a reasonable distance of a metro station, something which Alexandria needs more of and something which can be seen in Arlington, DC, Silver Spring, and Bethesda. Potomac Yard will also be a go to station for south Arlington residents as well as a future large employment center for the DC area. This project should be funded.

The second project is the 66 Route 28 interchange project which I believe should be funded. Traffic on 66 and 28 is really dreadful and unpredictable. I have the unfortunate experience of traveling 66 three times a week, while I telecommute two days out of the week which helps to keep my sanity. Two years ago my company moved from a location near Alexandria in Arlington to a location on McClearen Road in Fairfax County. Any improvements to 66 and to 28 are welcomed. I love my job and the people I work with and with this project I would encourage more programs which promote telecommute and alternative work schedules as well as more public transportation options and extensions on 66 and 28 such as Metro. There are many others who are in my shoes who live closer to the city but now travel west instead of traveling to Arlington and downtown. Telecommuting and other programs are encouraging and helpful but the improvements are also helpful for days which I'm unable to telework.

The third project is the Metro blue line project as trips on the blue line are filled with standing room only trains and delays. My husband can relate to this experience as a trip from Braddock Road to Foggy Bottom on Metro can at times be longer than just driving and finding parking. There should be some investment in separating the blue line from the orange and silver lines to improve the service on the blue line which would in turn help the orange and silver lines as well. Metro really needs to get their act together with safety and security and with service and this project would help with the service portion. This project should be funded.

The last project is the West End Transitway. While in grad school I lived in Southern Towers which is an apartment complex in Alexandria, on Seminary Road. To get to and from school as well as from work as I didn't own a car, I took the Metro bus daily to get to and from the Pentagon along with several hundreds of others. Though that was many years ago and though I no longer live in Southern Towers, I think this is an important project which should be funded. The western section of this town is growing and changing and is in need of better public transportation services. The West End Transitway would be that answer which is needed and be the catalyst for getting more people to metro stations and to Shirlington faster and for more development and for a car lite lifestyle.

Thank you for your time and reading my comments!

Liz

I am writing in support of three Arlington County transportation projects proposals that have been submitted to the Northern Virginia Transportation Authority (NVTA) and scored under the new HB599 process for inclusion in its FY2017 program. As a resident of Woodmont, officer of the Woodmont Civic Association and active member of the Lee Highway Alliance, I applaud the score NVTA has given the Lee Highway Corridor Intelligent Transportation System (ITS) Enhancements and fully support the County's funding request of \$3,000,000.

But as an active member of the Arlington Transportation Commission and supporter of good smart growth policies in Arlington (and around the DC-MD-NoVA region), I implore you to fund two additional Arlington County projects that have been submitted and scored by the Northern Virginia Transportation Authority. The projects are the following: 1. Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements and 2. East Falls Church Regional Connections and Access Project. Here is why I support them:

The 12th Street Transitway is a remarkable project and helps expand transit access in Arlington via the Metroway, benefiting residents of Arlington and Alexandria. The Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements will improve the way people move through Crystal City and help solve both local and regional mobility challenges. While I am usually not in favor of additional street expansions or improvements (for fear of wasting millions of dollars), this project will improve the existing road network through Crystal City and help make connections to all transit modes more efficient. But even better, the project will create new connections and provide greater accessibility to/from Metrorail, VRE, Metrobus and ART Bus. Finally, this project will also help construct the extension of the CCPY Transitway.

An equally important project, in terms of improving transit access and achieving smart growth principles in the region, is the East Falls Church Regional Connections and Access Project. As an Arlingtonian, I take pride in our county's national recognition as a leader in smart growth development. Transit-oriented development, walkability, bikeability, and complete streets design are vital to our success. Now, Arlington is sharing its knowledge and success with smart growth development and working directly with the City of Falls Church on the East Falls Church Regional Connections and Access Project. This collaboration will vastly improve the current pedestrian, bicycle and transit access to the East Falls Church Metrorail Station, expanding access to the metro station for many more residents of the City of Falls Church who are either walking, biking or taking the bus.

Not only will this project expand bus capacity at the station, the partnership between Arlington and the City of Falls Church also will allow for the installation of six Capital Bikeshare stations within one mile of the Metrorail station entrance. The NVTA application, which was submitted by the City of Falls Church and is to install Capital Bikeshare station in the City, will help create a bikeshare network in the City and western Arlington County. Together, Arlington and the City of Falls Church will set an example for the rest of the region in terms of collaboration and this project will ensure that our regional transit stations have complementary, strong, multimodal systems.

All three projects scored well in terms of the NVTA rankings and they are unquestionably great projects. NVTA should provide funding for them in its FY2017 program.

Thank you for your consideration. If you have any questions regarding my comments, my contact information is below.

Richard Price

May 31, 2016

Mr. Martin Nohe  
Chairman, NVTA  
3040 Williams Drive  
Suite 200  
Fairfax, Virginia 22031



Re: Comments on Proposed FY2017 Projects

Dear Chairman Nohe,

The Crystal City Business Improvement District (BID) has reviewed the list of 24 projects seeking Northern Virginia Transportation Authority (NVTA) funding as part of the FY2017 funding cycle. One project critical to the transformation of Crystal City, however, was not included in the set of recommended projects. Given the local and regional importance of the Crystal City Streets projects (8Y), the Crystal City BID requests that NVTA reconsider and add it to the list of projects receiving funding.

In 2013, House Bill 2313 delivered on the promise to bring new funding for critical transportation investments in our region, a number of which have already been made throughout Arlington and Crystal City. Specifically, funds to support additional buses have helped alleviate problems on the Blue line. The Crystal City multimodal center is currently under construction and nearing completion. Funds to support planning and design for the Boundary Channel interchange and Columbia Pike Multimodal Improvements have kept those projects moving towards implementation. Traction power upgrades and a VRE platform extension study were funded as part of the last round of NVTA funding.

For the FY 2017 funding cycle, Arlington's funding request for the Crystal City Streets Projects would maintain momentum for enhanced mobility in Crystal City and the region in a number of ways. Both the Clark/Bell Street realignment and intersection improvements and the 12<sup>th</sup> Street Transitway extension support the vision of the Crystal City Sector Plan by reconfiguring roadways and expanding transit capacity to maintain mobility and spillover congestion as the area redevelops.

An extended transitway supports efforts from the FY 2014 NVTA funding round to mitigate reductions in Blue Line service that followed introduction of the Silver line by adding capacity for a critical alternative mode along the corridor between Alexandria, Crystal City, and the regional transit network via Metrorail. Further, the investment benefits projects included in Arlington County's proposed Transit Development Plan update. The update includes a new premium bus service providing regional mobility connecting Skyline in Fairfax County to Pentagon City and Crystal City metro stations along the extended alignment to be funded through the Crystal City Streets project.

Finally, the Crystal City Streets project provides enhanced connectivity needed on the local network to handle additional capacity on Interstate 395 delivered as part of the proposed Hot Lanes Project. Without changes to the existing network, congestion and stacking will affect the intended mitigation benefits of those projects and negatively impact regional mobility.

To date, the NVTA has been a good steward of regional transportation funds ensuring that money is reinvested in ways that best support the continued success of the region's activity centers. Crystal City is Arlington's largest downtown district with over 17 million square feet of office space, 17,000

residential units, nearly 3 million square feet of retail, almost 6,000 hotel rooms, the Pentagon, and Washington National Airport. The area is home to over 23,000 residents, employs approximately 72,000 people and welcomes over 50,000 airport passengers per day (20 million annually). Continuing to grow and expand mobility and accessibility options for this district is critical to ensuring, protecting, and reinforcing the near and long term sustainability of the region's and the Commonwealth's economic engine. Funding the Crystal City Streets projects is a key element of achieving this goal.

Respectfully,



Angela Fox  
President / CEO  
Crystal City Business Improvement District



**Lisa C. Merkel**

**MAYOR**

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**TOWN COUNCIL**

Lisa C. Merkel, Mayor  
Jennifer Baker, Vice Mayor  
David A. Kirby  
Steven Lee Mitchell  
Sheila A. Olem  
Jasbinder Singh  
Grace Han Wolf

**June 1, 2016**

**VIA EMAIL**

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
[mnohe@pwegov.org](mailto:mnohe@pwegov.org)

**Re: Town of Herndon Comments, NVTA's  
FY 17 One-Year Program, 'East Elden Street  
Widening and Improvements' (UPC 50100) Project**

Dear Chairman Nohe:

On behalf of the Herndon Town Council and the citizens we serve, thank you for the opportunity to comment on the town's East Elden Street Widening and Improvements project for inclusion in the Northern Virginia Transportation Authority (NVTA) FY 2017 One-Year Program.

Herndon's East Elden Street project has been listed in the Virginia Department of Transportation's (VDOT) Six-Year Improvement Plan since year 1999 and has long been designated as a Corridor Improvement Overlay District by both Fairfax County and the town. Consequently, since 2000, significant sections of street dedication and easements have been acquired by the town for the planned roadway improvements. In addition, the project is listed in the NVTA regional TransAction 2040 Plan, the Transportation Planning Board Constrained Long Range Plan, and the town's Comprehensive Plan, including the adopted FY 2017-22 Capital Improvement Program.

Last year, the project was allocated \$10.4 million for inclusion in the NVTA FY 2015-2016 Two-Year program as a carryover project from the NVTA FY 2014 list of regional roadway projects. The project is now leveraging previous non-NVTA federal funding allocations totaling \$6.5 million, a portion of which has been directed towards the preliminary engineering phase that is now underway.

The engineering design for this project is being prepared by VDOT, with the location and design public hearing scheduled for the fall of 2016. The project is long overdue and ready to move forward given the requested funding. The current and future funding request to NVTA was coordinated with VDOT's project and program management staff. NVTA Regional Revenue Funding is needed for the project to proceed forward to the final design, right-of-way, and on to construction in year 2020.

**Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
June 1, 2016  
Page Two**

Elden Street is Herndon's commercial corridor and a critical town arterial with regional connectivity to Fairfax and Loudoun county arterials and the Dulles Toll Road. Improving the eastern portion of Elden Street is essential in creating a safe and efficient transportation network to relieve current congestion and to meet the needs of regional growth. The project provides for street congestion reduction measures and addresses existing and future level of service deficiencies across all modes of transportation. The project is truly multi-modal and balances auto congestion relief with pedestrian, bicycle, transit circulation and connectivity to the regional roadway and trail network.

The primary purpose of the town's East Elden Street Widening and Improvements project is to relieve congestion now and in the future by increasing capacity, while improving safety and multi-modal circulation for local and regional destinations. The project is one mile in length and is located between Monroe Street and the Fairfax County Parkway. The project and its congestion reduction measures, regional benefits, safety improvements and flood control mitigation are further described below.

**Congestion Reduction:** The project will reduce traffic congestion, facilitate vehicular access to and from the Fairfax County Parkway, and increase the efficiency of the east intersection of Elden Street and Herndon Parkway. Traffic volumes are increasing each year between Herndon Parkway and the town limits at Fairfax County Parkway. Between years 2000 to 2010, East Elden Street typical daily traffic volumes were approximately 30,000 vehicles per day (VPD). However, since year 2010, traffic volumes have increased to over 35,000 VPD. The town's most recent traffic count revealed 44,884 VPD.

To relieve current and future congestion, the scope of this project is to widen and reconstruct Elden Street from four to six lanes between Fairfax County Parkway and Herndon Parkway; provide a raised median and dedicated turning lanes at select major intersections between Herndon Parkway and Van Buren Street; and transition to a two-lane section with dedicated turning movements between Van Buren and Monroe Street.

Key access management and congestion relief measures are:

- Two additional lanes, one in each direction, between Herndon Parkway and Fairfax County Parkway, to accommodate vehicle throughput and current and future traffic volumes during peak commuting hours;
- Medians and dedicated left-turn lane capacity improvements to accommodate improved vehicle throughput between Van Buren Street and Herndon Parkway;

**Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
June 1, 2016  
Page Three**

- Signalization and dedicated left-turn lane capacity improvements at the Elden Street and Van Buren Street intersection;
- Transit facility and ADA access improvements across all 14 bus stop/bus shelter locations to serve four Fairfax Connector routes;
- Wide ADA accessible six-foot sidewalks, ADA curb cuts, pedestrian/audio signals and crosswalk intersection enhancements to provide alternatives to vehicle use; and
- Pedestrian/bike connectivity to local and regional trails that will connect to the future Herndon Metrorail Station.

**Regional Benefits:** Elden Street is a key arterial roadway serving both local and regional traffic and is a significant link in the local and regional transportation network. Elden Street is the town's major commercial corridor and is a primary state route providing connectivity between Herndon, its environs (Reston, Fairfax and Loudoun) and the surrounding roadway network to include: Centreville Road (Route 228), Fairfax County Parkway (Route 286), Baron Cameron Avenue (Route 606), Route 28 and the Dulles Toll Road (Route 267).

The Town of Herndon is struggling with transportation issues as much as other Northern Virginia locations. The number of jobs in Herndon of approximately 25,000 equals the town's population, resulting in heavy commuting traffic entering and leaving the town during morning and evening rush hours. With a real estate tax base that is approximately 50 percent commercial and 50 percent residential, Herndon serves as a regional workforce destination. Regional benefits of the town's project include:

- Street capacity and multi-modal improvements will enable the eastern portion of Elden Street to continue to serve as a critical arterial for commuter traffic and a functional component of the region's multimodal transportation system; particularly at the key regional intersections of Fairfax County Parkway/Elden Street/Baron Cameron Avenue and Elden Street/Herndon Parkway;
- Serving four Fairfax Connector transit routes providing access to the future Herndon Station and Reston Town Center Station of Metrorail's Silver Line, as well as regional intermodal connectivity for Herndon, Reston, Dulles Corridor, Dulles Airport and beyond; and

**Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
June 1, 2016  
Page Four**

- Improved pedestrian and bicycle connectivity to Northern Virginia's W&OD Regional Trail, the town's Folly Lick/Van Buren Street Trail, as well as the Fairfax County Parkway Trail and Sugarland Run Trail ~ all of which will provide pedestrian and bicycle access to the future Herndon Station of Dulles Metrorail, removing vehicle trips from the roadways.

Furthermore, Herndon hosts a significant number of firms involved directly or indirectly with the federal government, several of which are located along the East Elden Street corridor. The Northern Virginia region traditionally supports the work of the federal government, and the movement of people, goods and services to/from Herndon is no less important than other locations in the region.

**Auto and pedestrian safety improvements:** The town's accident data for the past three years revealed an unacceptable accident rate of approximately 98 accidents per year along East Elden Street. Proposed improvements will increase overall auto and pedestrian safety, while also improving safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations. Specific safety measures include:

- Enhanced safety facilities for pedestrians, cyclists and transit users ~ i.e. ADA accessible wide sidewalks/curb cuts; streetprint crosswalks; pedestrian crossing/refuge islands; pedestrian/audio signalization; curb radius reduction; as well as proposed dedicated bike lanes;
- Access management and median controls along the length of the project;
- Signalized intersections along East Elden Street to include a proposed new intersection pedestrian crossing with a high-intensity activated crosswalk at a high volume commercial driveway entrance; and
- Bus shelters, bus stop safety, and ADA improvements across all of the project's 14 Fairfax Connector stops. Bus stops are planned to be positioned closer to signalized intersections to reduce mid-block crossings and provide safer access walking to/from bus stops.

**Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
June 1, 2016  
Page Five**

**Critical flood control mitigation:** The town's project would also incorporate critical flood mitigation measures to resolve unsafe and significant Sugarland Run flooding that overtops and closes the roadway section between Herndon Parkway and Fairfax County Parkway. The frequency of roadway flooding since 2010 from increasing development in the Sugarland Run watershed has warranted the need to correct an extremely unsafe and dangerous street condition on this section of roadway.

Accordingly, VDOT's revised engineering design addresses significant safety improvements by elevating the roadway to accommodate a 25-Year flood instead of a previous design for only a 10-Year flood. VDOT has determined that elevating the roadway further in the Sugarland Run section of East Elden Street has increased the cost, but not as a cost overrun.

Despite the project's rating score, the project relieves congestion and provides for multi-modal measures and connectivity. The project is truly multi-modal and balances congestion relief with improved pedestrian, bicycle, transit circulation and connectivity to the regional roadway and trail network, as well as future Herndon and Reston Metrorail stations. Specifically, the project will include bicycle lanes in both directions, serve at least four Fairfax Connector routes, along with pedestrian/bike connectivity to four regional trails (W&OD, Folly Lick, Sugarland, and Fairfax County Parkway trails) with connectivity to Herndon's Metrorail Station ~ all in a concerted effort to encourage non-vehicle usage and consequently reduce congestion.

VDOT's redesign results in a much safer regional arterial by elevating the roadway to accommodate an upgraded and larger capacity bridge structure necessitated by increasing development in the Sugarland watershed area. VDOT and the town consider the revised cost for the re-designed upgraded bridge as an applicable, necessary, and critical part of the town's roadway project to ensure the safety of the community.

The Town of Herndon has been and will continue to be severely impacted by substantial redevelopment and increasing land use density in both western Fairfax County and eastern Loudoun County. The town's thoroughfares are being used as alternatives to the surrounding roadway network (Fairfax County Parkway, Route 28, Dulles Toll Road and Dulles Greenway), resulting in ever-increasing traffic volumes and congestion along the Elden Street corridor. The East Elden Street project is to assist in mitigating that impact. The project is ready to move forward if given the funding it needs.

**Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
June 1, 2016  
Page Six**

The Herndon Town Council is in full support of the East Elden Street project and its funding request to the NVTA. We commend the Authority, the NVTA - Planning and Programming Committee and the NVTA - Regional Jurisdiction and Agency Coordinating Committee for their concerted efforts to identify and prioritize transportation improvement projects across all transportation modes and to appropriately balance and allocate the regional revenue funding throughout Northern Virginia. The town is prepared to work cooperatively with NVTA, VDOT, Fairfax County, and other agencies involved in addressing the town's regional roadway project and other critical regional transportation initiatives.

On behalf of the Town of Herndon, we respectfully request your favorable consideration of funding for the 'East Elden Street Widening and Improvements' (UPC 50100) project. We appreciate your continued support and hard work.

Please feel free to contact me personally should you have any questions or would like to discuss the town's request in greater detail.

Regards,



Lisa C. Merkel  
Mayor

- c. Members of the Herndon Town Council
  - Arthur Anselene, Town Manager
  - Mary Tuohy, Director of Finance
  - Robert Boxer, Director of Public Works
  - Elizabeth Gilleran, Director of Community Development
  - Monica Backmon, Executive Director, Northern Virginia Transportation Authority
  - Tom Biesiadny, Director of Transportation, Fairfax Department of Transportation
  - Terry Yates, P.E. Arlington & Fairfax Preliminary Engineering Manager, VDOT
  - Mark Duceman, Transportation Program Manager

Dear Commissioners,

I am writing in support of the funding request for starting the Bike-Share program in the City of Falls Church. Although most citizens live approximately a mile from either the East Falls Church or West Falls Church Metro stations, getting to the stations often requires getting into a car and adding traffic to our already crowded roads. The City is an ideal location to extend the Bike-Share systems which is heavily used by our neighbors in Arlington.

A couple of points to emphasize:

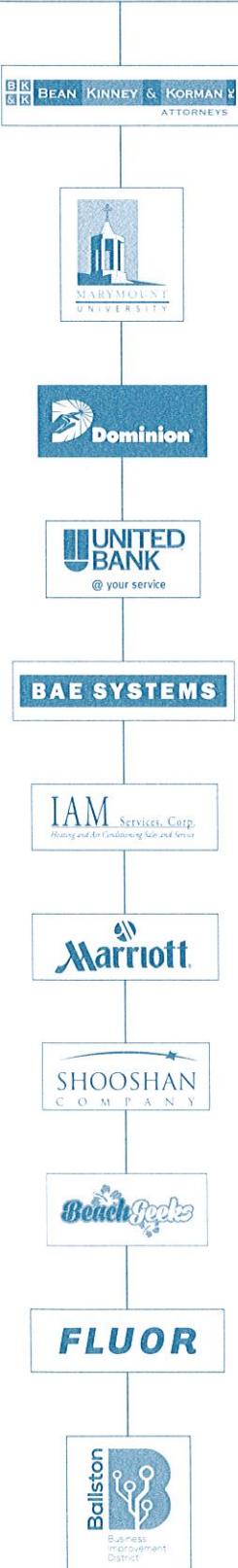
- **Over the past decade, Falls Church has experienced a significant amount of higher density development, bringing with it a younger demographic with bicycling experience as a regular mode of transportation. The City has close access to two Metro stations but needs better connectivity through Bike-Share for its residents' and visitors' first- and last-mile to and from Metro.**
- **Bike-Share will enable Falls Church to take greater advantage of the W&OD Trail, which runs directly through the City.**
- **With Washington Area Council of Government's (COG) endorsement of a single bike sharing system to serve the entire region, Falls Church is ready to join Bike-Share, bringing a densely populated, centrally located jurisdiction into the network.**

It is time for Northern Virginia to act in ways that take cars off our roads and provide cleaner air while one can also get beneficial exercise in our daily lives.

Thanks for your consideration of this request.

*Barry Buschow*

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June 1, 2016

Northern Virginia Transportation Authority  
 3040 Williams Drive  
 Suite 300  
 Fairfax, VA 22031

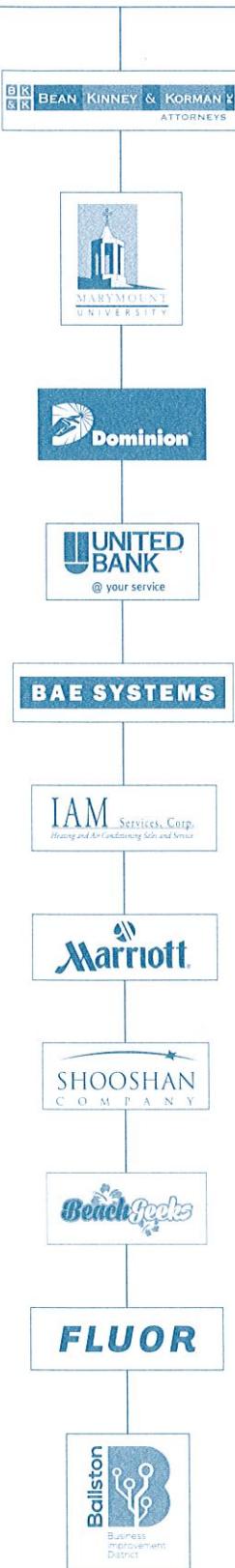
Dear Northern Virginia Transportation Authority,

The Arlington Chamber of Commerce is pleased to provide feedback with regard to the project section for the region's FY 2017 Program. Overall, we believe that the proposed list of projects realizes the vision of a scope of regionally significant, cost-effective investments that will reduce congestion and connect Regional Activity Centers. However, we maintain concerns that the FY 2017 Program fails to proportionately improve travel conditions for all modes. The recommended \$493 million Program provides funding for three transit projects and six highway projects. The transit projects account for 17% of the recommended funding package and highway projects make up the remaining 83%. It is critical for the success of our region to continue our dedication to the modal balance of our transportation alternatives. Therefore, we strongly encourage an increased emphasis on transit projects in this year's program.

The Arlington Chamber of Commerce specifically supports the inclusion of staff-recommended projects including the Lee Highway Corridor Intelligent Transportation System Enhancements as well as funds dedicated to the design and construction of the Potomac Yard Metrorail Station. These projects truly embody the ideal of regional benefit. In the interest of ensuring critically needed multimodal options for our region's commuters, the Arlington Chamber of Commerce highly recommends that the following projects be reconsidered to be included for funding in the FY 2017 Program, both of which were scored by NVTA in the top half of projects considered:

- East Falls Church Regional Connection and Access: Arlington County is requesting \$6.5 million to provide two additional bus bays at the station, six Capital Bikeshare stations, and improve access for automobiles & buses entering and exiting the park & ride facility.
  - The East Falls Church Metro Station is a major regional transit facility for residents of the City of Falls Church, Fairfax County, and Arlington County. With limited park and ride spaces, the station is heavily dependent on bus service, walking, and bicycling. The

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project seeks to provide two additional bus bays that will allow for additional regional and local bus service to access the facility which is currently approaching capacity.

- Out of all of the Metrorail stations, East Falls Church has the highest number of bicyclists accessing the station in the AM peak. Adding Capital Bikeshare stations to the East Falls Church area and in neighboring areas of the City of Falls Church will enhance already robust bike to Metro patterns currently in existence while augmenting constrained park and ride spaces and reduce kiss and ride vehicular trips.
- The East Falls Church Station has a regional reach with only 27% of users coming from Arlington County with the remaining users split between Falls Church and Fairfax County. Adding a traffic signal, sidewalk extension, and crosswalk at the park and ride lot entrance on Washington Blvd. improves both vehicular and pedestrian access as well as safety for local users who walk to the station. The addition of a bus only access lane from North Sycamore Street and optimizing signal time will increase reliability of local and regional bus routes while reducing congestion for park/kiss and ride users.
- Crystal City Streets: Arlington County is seeking \$11.6 million to provide exclusive transit lanes on 12th Street South while realigning Clark & Bell streets and improving intersections.
  - Crystal City is a major activity center in Arlington County currently holding 73,400 jobs in 2015 and forecasted to reach 112,700 jobs by 2040. The project seeks to reconfigure the network of streets in Crystal City from a poorly functioning grid of one-way streets to a more convenient network that is more conducive to transit.
  - The project will also extend the Crystal City-Potomac Yard Transitway, Virginia's first BRT service from Crystal City to Pentagon City. The transitway connects Crystal City with Potomac Yard and the Braddock Road Metrorail Station in Alexandria reducing already congested Blue and Yellow Line Metrorail service for short trips. The rapid transit feature expires at Crystal City then runs as a normal slow surface bus between Crystal City and Pentagon City. Extending Metroway service will provide new rapid transit access to multiple activity centers, reduce congestion on Route 1, and add additional transit capacity at one of the Metrorail System's most congested points while reducing Metro's burden to carry short distance within the corridor.

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**BAE SYSTEMS**



**FLUOR**



Thank you the opportunity to provide our feedback. While the Arlington Chamber of Commerce supports the Northern Virginia Transportation Authority's analysis and solicitation of regional transportation projects, we strongly encourage a more multi-modal funding balance of highway and transit projects. To the extent we are successful in improving our regional transportation network in ways that support the healthy growth of our regional economy, we will be creating the type of profitable and sustainable business environment sought by the members of our Chamber.

Sincerely,

*Kate Bates*

Kate Bates  
 President & CEO

To Whom It May Concern:

I recently learned via the Southeast Fairfax Development Corporation that the NVTA recently issued the FY2017 project list for public comment. Unfortunately, I am not able to attend any of the meetings scheduled for June, but wanted to make sure I passed along my feedback to this mailbox.

Let me be straightforward: I implore you to reconsider the Richmond Highway expansion project for FY2017 funding. I am a long-time citizen of Fairfax County, having grown up in West Springfield and more recently living in the Lincolnia section of the Mason District. I love my county and have seen it develop, thrive and strive to meet the needs of its residents over the last thirty years - a fascinating time period for the DC area given the rapid growth!

I am so committed to this area that my husband and I have decided to permanently put roots down here; we will be closing on a house in the Mount Vernon area summer and are looking forward to the continued development of what I feel is an under-served area of my county.

With the continued population growth, upcoming commercial and residential development, and military assignments at Fort Belvoir, it will be absolutely vital to continue investing in this area in **both the short- and long-term**. One specific need is the road widening of Route 1 to accommodate traffic, as well as implement a rapid bus transit system along this corridor to the terminal yellow line Metro station in Huntington. I have spent much time in this area while looking for homes, and can tell you that the road is a problem as it stands now. We must invest in public transportation in order to better serve low income residents nearby, and also accommodate those who need to transport themselves along this busy road. I saw that the expansion has already begun closer to Fort Belvoir, and strongly desire its continuation north of this area.

I am certain that others share my viewpoint and hope that this email speaks for those who also cannot attend in person or are not even aware that these important changes may not be happening (such as the large Hispanic population and other non-English speaking residents.)

I hope that this message makes its way to the appropriate decision makers and that NVTA prioritizes this important project for a cherished area of Fairfax County that would benefit from transportation enhancements in both 2016-2017 and beyond.

Should you have any questions, or wish to chat with me, please feel free to contact me at (571) 643-1315.

Respectfully,

Teresa Hall



June 2, 2016

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

Re: Letter of Support for NVTA 70% Funding for Alexandria's Potomac Yard Metrorail Station and West End Transitway

Dear Chairman Nohe:

On behalf of the Alexandria Chamber of Commerce, we write to express support for two projects vying for NVTA 70% funding – the Potomac Yard Metrorail station and West End Transitway – both of which are vital not only to Alexandria's but also the region's future economic viability.

In 2015, the Chamber identified the Potomac Yard Metrorail Station as its top legislative priority and we continue to advocate for its development. The following statement captures the Chamber's official view on the Potomac Yard Metrorail Station:

*Alexandria's primary opportunity to realize economic development necessary to balance and grow our tax base lies within Potomac Yard. Redevelopment of Potomac Yard will create a vibrant mixed use community of residences, hotels and office, retail and open space -- all with significant economic benefit to the City. It will enable the City to compete for existing and future federal and other large commercial users. Their presence in Alexandria will help rebalance our tax base. The Potomac Yard and Potomac Yard North Coordinated Development District plans contemplate and depend upon Metro service. Constructing a new Metro station at Potomac Yard, is critical to successful redevelopment.*

Alexandria has always played a major role in the National Capital Region's commerce, from its early days two centuries ago as a port city to its role today as home to major government agencies, large corporations, international nonprofits, and scores of small businesses that make up the backbone of the country's economy.

Reports indicate that a staggering 86% of new commercial development in the Washington, DC region is occurring within ¼ mile of a Metro station.<sup>1</sup> If Alexandria is to

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<sup>1</sup> <http://planitmetro.com/2015/04/22/vast-majority-of-new-office-in-region-near-metro/>

continue to be a vibrant contributor to the National Capital Region's success and compete for significant future commercial real estate opportunities, building the Potomac Yard Metrorail station is crucial.

On the opposite side of the City is another project of great importance to moving people not only around the City but the region, as well: the West End Transitway.

The Chamber is committed to developing a safe and efficient multi-modal transportation system that moves people throughout Alexandria and the region, makes the City more than just a commuter pass-through, and helps to manage our growth and economic expansion. As noted in the City's application, "The West End Transitway is an important Bus Rapid Transit for the region," which will connect Alexandria to major transportation hubs in Arlington, Washington, DC, and Fairfax County, as well as provide additional multi-modal (pedestrian and bike friendly) options that will help in the mitigation of traffic. Anyone who has spent a day commuting in this region knows that if we are to attract and retain the most qualified workers, we must make it easier for people to travel to and from their places of employment. The West End Transitway will facilitate the type of 21<sup>st</sup> century multimodal transportation needed to foster increased economic development along the Alexandria/Arlington County/Fairfax County borders.

The Chamber wholeheartedly supports NVTA 70% funds for the Potomac Yard Metrorail Station and the West End Transitway. We thank NVTA for recognizing the significance of these two projects and for providing us an opportunity to endorse the positive impact they will have on Alexandria's and the region's economic development.

Sincerely,



Robert Shea  
2016 Chamber Board Chairman  
Alexandria Chamber of Commerce



Joseph Haggerty  
President & CEO  
Alexandria Chamber of Commerce

Dear NVTA Members of the Board,

I am writing as both resident of Falls Church City and Chair of the Falls Church City Economic Development Authority (EDA). I apologize I will not be able to attend tonight's meeting, but I do hope that you will approve funding for the City's Capital Bikeshare request.

Since 2013, the EDA has strongly supported bringing Capital Bikeshare to Falls Church by hosting various forums in the City to educate others on the system, as well as advocating for new developments to provide certain provisions (ie. land, funding, etc.) for potential Bikeshare stations.

There are many reasons for our strong support, below are just a few that I hope you will consider:

- Falls Church is only 2.2 square miles with limited funding capacity. Without a significant source of funding the system will be difficult to start in this jurisdiction.
- Falls Church is a key transportation link between Arlington and Fairfax County, and immediately adjacent to two metro stations. Both adjacent Counties continue to build out their Capital Bikeshare systems, and we do not want Falls Church to be the missing link in the network.
- Over the past decade, Falls Church has experienced a significant amount of higher density development (over \$500M in new development), bringing with it a younger demographic with desire for bicycling as a regular mode of transportation. Recent project approvals and applications for continued new development will continue that trend.
- Capital Bikeshare will provide critical first- and last-mile connections with two nearby Metro stations, that are just outside of comfortable walking distance to our commercial areas.
- The W&OD Trail which runs directly through the City, providing an "in-place" bicycle facility and commuter route for Bikeshare users.
- Falls Church is traversed by two high-volume, Northern Virginia traffic corridors (Lee Highway and Route 7), introducing Capital Bikeshare will relieve some of the vehicle congestion on these main roads.

Bringing Capital Bikeshare to Falls Church will provide a major benefit to both the City and greater region, and I hope you will approve funding for it tonight.

Thank you,  
Mike Novotny  
Chair, Falls Church City Economic Authority

I am very concerned about the traffic congestion on Rt 50 through Falls Church. The traffic on this stretch of Rt 50 is unbearable, not to mention all the roads feeding to it (Graham, Annandale Rd) that are badly clogged, especially in the morning. It has become very difficult to get out of the neighborhood to go to work. Rt 50 is congested through this area 7 days a week. Side streets through neighborhoods are getting busier as drivers attempt to avoid the bottlenecks. The County/VDOT's "solution" is to add speed humps - rather than deal with the real problem of the bottleneck on Rt 50. The area between Graham and 7 Corners is the only stretch of Rt 50 between Prosperity and downtown DC that is only 2 lanes in each direction, and is a major bottleneck. That's even before recent development.

Recently a new shopping center opened at Annandale Road and Route 50, and a new very large project (Hampton Inn, apartments) is being built on the north side of Route 50 close to Seven Corners. In addition, the County is now proposing to allow more development and density along Rt 50 at Graham Rd/Graham Park Plaza. All while not spending money to increase the capacity of Rt 50. This needs to be addressed through the widening of Rt 50 through Falls Church. There appears to be plenty of right-of-way to widen Rt 50 without taking homes. Traffic flow on Rt 50 is far superior through Arlington County. The traffic flow on Rt 50 through Falls Church needs to be improved to reduce this terrible bottleneck. It should be done by adding capacity - not more double turn bays that cars can't get to in the congestion, and that lead to left on arrow only situations that cause excessive wait times due to extremely long signal cycles trying to move traffic through the bottleneck on Rt 50.

The NVTA project selection process seems to give eastern Fairfax County short shrift. We are being taxed to raise money, and it all seems to be going to public transit or projects outside the Beltway, including the western and southern parts of Fairfax County. I request that the NVTA seriously consider improvement of this highly congested and unreliable stretch of Rt 50.

Tracy Scriba  
Falls Church

5181 Brawner Pl  
Alexandria, VA 22304

June 5, 2016

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

Dear Chairman Nohe –

My name is Derek M. “Dak” Hardwick and I am a resident of the City of Alexandria, Virginia. It is my pleasure to provide comments to you and members of the Northern Virginia Transportation Authority (NVTA) regarding the draft FY2017 program. The work of NVTA is critical to the growth and development of Northern Virginia and I appreciate the effort each of you dedicates to the region. In this letter, I would like to specifically address project 8CC, the West End Transitway for the City of Alexandria.

I have been one of the citizen leaders planning for the West End Transitway for the last five years. In the City of Alexandria, I previously served on both the original High Capacity Transit Corridor Working Group (which examined all three of Alexandria’s high capacity transit corridors) that developed this project, as well as the Policy Advisory Group that advised on the implementation of the West End Transitway. I am the only citizen to have served on both groups and have seen this project move from concept to its current design and engineering status. Having spent a considerable amount of time working on this project, I would like to strongly advocate for the project’s full requested NVTA funding in FY2017.

The West End Transitway is an important bus rapid transit (BRT) system for the entire region. The service will connect to both regional transportation hubs (Van Dorn Metro, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center) and regional employment centers (Mark Center and the Pentagon). The West End Transitway will also connect to the VA Route 7 corridor and the Envision 7 project, which connects the Mark Center to the Spring Hill Metro station in Tysons.

The West End Transitway will provide tremendous benefits to City residents, employees, and visitors by providing frequent, reliable, high-quality transit service to the Metrorail system. This sub-regional service is absolutely critical given the lack of north-south Metrorail service along the I-395 corridor, a travel corridor that will become increasingly congested over the next decade. The project also looks to provide enhanced street improvements along the corridor through investment in bicycle and pedestrian infrastructure, improving traffic operations that benefit all users, and supporting planned redevelopment plans along the corridor.

The West End Transitway realizes a vision of the Landmark/Van Dorn and Beauregard areas of Alexandria that was developed by the community and strongly endorsed by the Alexandria City Council. The Transitway will enhance the transit infrastructure for a rapidly growing area of Alexandria and allows us to realize an economic development vision for West Alexandria that is critical to ensuring City-wide, long-term financial growth. There will be dedicated lanes in areas where the highest level of development is needed (or anticipated), thus concentrating the highest level of activity precisely where we want that activity to be. It will also bring enhanced transit service to an area that desperately needs new options given the anticipated rise in population over the next 15-30 years.

I appreciate the opportunity to comment on the NVTA draft FY2017 program and to respectfully ask for your support for 8CC, the West End Transitway for the City of Alexandria. I look forward to the Authority's decision on the draft program and stand ready to answer any questions you may have.

Best regards,



Derek M. "Dak" Hardwick

CC:

Hon. Allison Silberberg, Mayor of Alexandria  
Mark Jinks, City Manager, City of Alexandria  
Yon Lambert, Director of Transportation and Environmental Services, City of Alexandria  
Allan Fye, Principal Planner, City of Alexandria

The purpose of this e-mail is to voice support for Northern Virginia Transportation Authority (NVTA) Project 8S; Project Number 059-80551; the Fairfax Route 1 Widening as discussed in the NVTA 2015-2016 Two Year Program that was adopted on April 23, 2015. I am sending this e-mail now as I will not be able to attend the June 14, 2016 Town Hall Meeting at the South County Government Center. My perspectives on this project are as a long time area resident; a former Chief Operating Officer for a private corporation; and as a former traffic engineer.

The Route 1 Corridor infrastructure has suffered from decades of neglect. That neglect was apparent when I moved here in 1987 and remains to some degree today. One of the reasons for not adequately funding the needs of this part of Fairfax County is that the current business base is not robust enough to warrant the assignment of limited available funding to attract new business. Conversely, new and large businesses have made it clear that they prefer not to risk investing in areas where the infrastructure does not support their investment. It is a classic "chicken or the egg" dilemma.

In my view this dilemma can only be corrected by government improving the infrastructure that supports investment and that improvement includes completing the widening of Route 1. The Route 1 Widening effort will support increased traffic flow between the two areas that are already being widened; improve user interface, safety, and convenience; and improve the overall appearance of the area that will attract private industry to invest in new or expanded facilities. Private industry investment will then generate new jobs and improve the tax base.

In conclusion, in the 1989 film "Field of Dreams" the quote was "Build it, and they will come". For Route 1 I submit that the quote should be "Fix it, and they will come". The NVTA needs to assign the proper priority to this effort to make it happen. Thank you for your time.

John M. Tromba



# CITY OF FALLS CHURCH

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

Sirs:

The Environmental Sustainability Council (ESC) of Falls Church would welcome your support in providing \$2 million for the capital cost of installation of 16 bike-share stations in the City. Northern Virginia Transportation Commission has already committed to funding the operating costs of the stations for three years.

The ESC has consistently supported greater use of bicycles in Falls Church to provide connections to and from Metrorail Stations and the City of Falls Church, which is a Council of Governments (COG)-designated regional activity center. The City is also a part of the expanding regional bike-share network that already covers Washington, D.C., Arlington County, the City of Alexandria, Montgomery County, and soon, Fairfax County. As you know, greater use of bikes can relieve congestion on area highways by increasing travel options: the COG's Region Forward Plan explicitly calls for increasing travel options as a way to relieve congestion.

More and more people are choosing bicycles as an alternative or supplemental form of transportation, and your support of bike-share stations along the bike corridors will greater encourage more bike use in our City. The ESC has consistently urged our citizens to get out of their cars and on to their bikes. Bicycling promotes good health, is has little environmental impact, it is economical, and it provides travel options for those unable or unwilling to drive.

The establishment of bike stations is fully in accordance with the City's Comprehensive Plan, which states that the City should, "Provide a network of bicycle routes that connects the City's commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions."

We urge you to support the installation of bike-share stations along the bike corridors of our city.

Sincerely,

p.p. Raymond V. Arnaudo  
Chairman  
Environmental Sustainability Council  
City of Falls Church  
Falls Church, Virginia 22046

**Kevin J. East**

808 Elden Street • Herndon, VA 20170  
Phone: 703.201.3120 • E-Mail: KJEast@cox.net

June 6, 2016

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

Dear Chairman Nohe,

Re: Town of Herndon  
East Elden Street Widening & Improvements

This is to endorse and strongly encourage the necessary funding to effect the Town of Herndon's East Elden Street transportation and streetscape redesign project. The redesign of East Elden Street has long been contemplated by the Town and is critically needed to bring that end of the Town into accord with the work the Town has done on West Elden Street and other parts of the Town's main corridor to make the streetscape more pedestrian friendly while preserving a smooth and orderly flow of traffic. East Elden Street is one of the two main entrances to the Town, serving as a feeder from Baron Cameron Avenue in Reston/Fairfax County and one of the Town's two junctions with the Fairfax County Parkway.

Because of the explosion of residential and commercial growth along Elden Street over the last decade, its importance to traffic flow into and out of the Town has only increased. Further, the planned increases in residential development, along with hotels and businesses, demands better pedestrian access and usability. The East Elden Street Project will better enable Herndon to manage its traffic and meet the demands of both vehicles and pedestrians in the 21st century.

Sincerely,



Kevin J. East  
Retired Chair, Herndon Planning Commission

1156 Lisa Court  
Herndon, Virginia 20170  
June 6, 2016

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

To whom it may concern:

I am writing to the Authority as a member of the Town of Herndon Pedestrian and Bicycle Advisory Committee (PBAC) in support of the East Elden Street widening project. The PBAC is responsible for advising the Town concerning matters of multi-modal transportation issues in the Town. The group is comprised of Town residents who advise the Town Council on matters related to bicycle and pedestrian safety, quality of service, facilities and infrastructure, advocacy, and policy. The PBAC evaluates transportation improvement projects in the Town and assists staff with the development of bicycle and pedestrian plans, policies, and standards.

The East Elden Street project is a continuation of other Elden Street projects that have since been completed, in particular the similar South Elden Street project. The current effort has been part of the Town's Capital Improvement Program for many years. The total project cost is beyond the ability of the Town to complete it on its own. The Herndon budget is about \$55 million total. The East Elden Street project must have funding from outside of the Town to be constructed.

The project itself meets many PBAC objectives. These include:

- Implementing the Herndon portion of the Fairfax County Bicycle Master Plan.
- Connecting bicycle paths to provide safe routes to the Herndon Metro Station from most of the existing trail portions in the Town, including the W&OD Regional Park Trail.
- The widened roadway will provide ADA compliant ramps and audio signals for those pedestrians and others whose sight is limited.
- The improvements will ameliorate problems with pedestrian crossings of Elden Street outside of crosswalks by providing crosswalks reasonably close to pedestrian pathways. This is a major current safety issue partially caused by the location of bus stops which will be improved as part of the project.
- The streetscape will be improved to match other portions of Elden Street.

Looking at the scoring for the Candidate Projects as posted on the NVTA web site, the top priority project exceeds the entire amount of funding (\$278M) that may be available. Certainly that is not reasonable. Other funding must be found for that project regardless. Eliminating or greatly reducing funding for that project allows a large number of the other projects to be funded this year. Adding that the East Elden Street project is in the Right of Way, Construction phase of the project means that funding it will provide more visible progress to the public at an earlier date than other projects that are in the design phase. This also protects prior investments made by NVTA for earlier phases of this project.

For these reasons I urge you to fund the East Elden Street project this year. I can be reached at the address above, by return email, or by telephone at 703-471-1153.

Sincerely,

Jeffrey L. Davidson

To: Members of the Northern Virginia Transportation Authority

Our region ranks #1 nationally in congestion. Transportation dollars need to be focused on solutions that most reduce congestion.

The HB 599 criteria provide important insight into which investments are likely to be more effective in that regard. Using the pure measure of providing congestion relief, only five projects scored at over 40. Using the newly created formula, nineteen qualified, two of which scored a "2" based on congestion relief. We have more suggested projects that we have dollars to support them; therefore, we urge you to choose wisely.

Of the projects considered for the 2017 Program, the Dulles Regional Chamber recommends the following:

- I-66/Route 28 Interchange Improvements
  - Route 28 Improvements (PWC line to Route 29 )
  - Route 7 Widening -- (Colvin Mill Run to Jarret Drive/Dulles Toll Road)
  - Metro Blue Line Power Upgrade
- Fairfax County Parkway Widening (Route 123 to Route 29)

The Authority is under no obligation to spend every available dollar and the Dulles Regional Chamber encourages it to set aside some 2017 funds for later years when a wider range of projects will be evaluated under the TransAction 2040 process. Investing wisely is also important to the region's ability to secure additional future funding. Nothing will be more helpful to legislative opponents spending regional funds on regionally insignificant projects.

Thank you for your consideration of these recommendations.

**Eileen Curtis | President**

**Dulles Regional Chamber of Commerce**

3901 Centerview Drive, Suite S | Chantilly, VA 20151  
Tel: 571.323.5301 | Fax: 703.787.8859

[ECurtis@DullesRegionalChamber.org](mailto:ECurtis@DullesRegionalChamber.org) | [www.DullesChamber.org](http://www.DullesChamber.org)

[Facebook](#) | [Twitter](#) | [LinkedIn](#)



Dear Sir or Madam,

I am writing to you to oppose providing \$2M of our regional funding for the Falls Church Bike Share Program. The intent of the HB 599 Congestion Reduction measures is to fund projects that will have the most effect in eliminating congestion. While programs like Bike Share are important, they do not rise to the level of greatly reducing congestion for the region. We urge the Authority to fund more critical, regional projects. Localities may always use their 30% of the funds for these local type projects.

The private sector has worked long and hard to secure the funding which the Authority is now allocating. Many have observed this funding would not have been passed without business community leadership and support. Raising taxes is never popular, but the business community considered it a necessary action and investment in the region's future economy, competitiveness and quality of life. Now, having secured these funds, it is incumbent upon the Authority to invest them wisely.

Our region ranks #1 nationally in congestion. Transportation dollars need to be focused on solutions that most reduce congestion. The HB 599 criteria provide important insight into which investments are likely to be more effective in that regard. The Authority's Quantitative Scores seem focused less on congestion reduction and more on boosting to overall scores of projects that due little to reduce congestion. Of the projects considered for the 2017 Program, the (organization name) recommends the following:

- I-66/Route 28 Interchange Improvements
- Route 28 Improvements (PWC line to Route 29 )
- Route 7 Widening -- (Colvin Mill Run to Jarret Drive/Dulles Toll Road)
- Metro Blue Line Power Upgrade
- Fairfax County Parkway Widening (Route 123 to Route 29)
- (Might also include Potomac Yard Metrorail Station, and certainly any other projects of regional significance your organization deems important).

The Authority is under no obligation to spend every available dollar and (organization name) encourages it to set aside some 2017 funds for later years when a wider range of projects will be evaluated under the TransAction 2040 process.

Investing wisely is also important to the region's ability to secure additional future funding. Nothing will be more helpful to legislative opponents spending regional funds on regionally insignificant projects

Thank you for your consideration of these recommendations.

**Ann Yanagihara, JD  
Principal Broker  
Hana Associates, LLC REALTORS®  
Licensed in DC, VA and MD  
901 N. Washington Street, Suite 400  
Alexandria, VA 22314**



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VIRGIL FRIZZELL – Chairman of the Board

RYAN T. CONRAD, CAE, RCE – Chief Executive Officer

June 8, 2016

The Honorable Martin Nohe  
3040 Williams Drive  
Fairfax, Virginia 22031

Dear Chairman Nohe:

On behalf of the Northern Virginia Association of Realtors® (NVAR) and its 12,000 members, I am writing to ask you and members of the Authority to carefully consider only projects for 2017 regional funding which would reduce congestion and would have a dramatic impact on travel.

Our members, and thousands of others, travel daily on congested roads such as Route 7, Fairfax County Parkway, and Route 28. Improving these and other key projects, such as the Metro Blue Line Power Upgrade, would have a significant and positive impact on people's lives.

In reviewing the various proposals, we see items such as the Falls Church Bike Share program and respectfully suggest that this is not the sort of project we would have expected to be funded with regional dollars when we agreed to be part of the solution in the legislature's funding bill.

Our organization worked with others for twenty years in order to obtain General Assembly funding for transportation projects. The criteria agreed to in HB 599 should seriously be considered when Authority members make decisions. More projects are being evaluated for the future and we suggest that some funds should be set aside for these to come online and that regional funds not be used for items that could be funded by a locality's local share of the funds or that don't reach the bar as far as congestion relief and safety.

We urge you and your colleagues to carefully weigh these projects and how our investments are spent.

Thank you for your continued service and for considering our recommendations.

Sincerely,

Virgil Frizzell  
Chairman of the Board



Affiliated with the  
National Association  
of REALTORS®

**Fairfax Headquarters**

8407 Pennell Street  
Fairfax, VA 22031  
**703.207.3200**

**Herndon Center**

520 Huntmar Park Drive  
Herndon, VA 20170  
**703.207.3228**

**Department Phones**

Membership 703.207.3256  
Education 703.207.3244  
Realtor® Shop 703.207.3215

## Thomas C. Finkenbinder

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716 Randi Drive, SE Leesburg, VA 20175 | 703.819.2500

**June 7, 2016**

Supervisor Kristen Umstattd  
Loudoun County Government  
1 Harrison Street, SE  
Leesburg, VA 20175

**Dear Supervisor Umstattd:**

I sit on the public policy committee with the Loudoun Chamber and attended our monthly meeting this morning. The issues currently pending with the Northern Virginia Transportation Authority (NVTA) were discussed, particularly the funding situation for the intersection at VA Route 7 and Battlefield Parkway that is situated in both Loudoun County and within the boundary of the Town of Leesburg. Brian Fauls with the Chamber gave an update and facilitated the discussion. I thought to send you a note about it ahead of the meeting at NVTA on Thursday evening in Fairfax.

Brian has attended some of the meetings and reiterated that the priority scoring associated with transportation funding requests for this particular intersection remains below the threshold of approval needed to go forward with plans (anticipating funding) for a limited access upgrade proposed to replace the four-way intersection and traffic lights at this site. It was discussed that the Kincaid Forest Homeowners Association, and other local stakeholders, have interest in approval for upgrade funding at this intersection given the traffic congestion there. More importantly from my standpoint, and I believe representing the position of the KFHOA, is the lack of safety at this intersection used by many of our residents for commuting to work, traveling to shopping areas, family activities and after-school functions, public transportation and bus routes for LCPS, particularly affecting Cool Spring Elementary, Tolbert Elementary and Harper Park Middle School.

The public policy committee I believe accepted a concern that statistically, the intersection of VA Route 7 and Battlefield Parkway may be one of the most dangerous in Loudoun County according to several different measurements including growth in the number of automobile accidents and pedestrian use. It was also noted by some of our committee members that your office has been requesting statistics from several sources including county traffic studies and hospital statistics (INOVA Loudoun Hospital). Thank you for these efforts. I believe this information very much could help influence a decision to further consider this intersection for approval according to NVTA priorities.

It was also brought to attention, and I believe this to be very important, that the NVTA model for evaluating and scoring funding requests lends minimal weight to traffic safety issues. From this end, it may be difficult to sway a decision where safety is not a consideration. I thought you might have some ideas about how to address this, from your office directly, or in association with county and state resources that might be able to influence the decision-making by NVTA to, at a minimum, consider and lend significant weight to the safety of this intersection, and to establish these concerns for public record.

However, and equally noteworthy, it was brought into discussion that VDOT does in fact accommodate safety concerns and statistics when evaluating requests for transportation project funding. It would be my wish that some linkage, between VDOT considerations and the NVTA scoring model, be considered, and at a minimum be included with the evaluation process for this site.

Thank you again for your work on this issue and I also would like to make a shout-out for Brian Fauls and Tony Howard at the Chamber who have put a substantial effort into this particular project, core to the Chamber's work in public policy. This effort is supported by the Chamber's budget for both staffing and attached resources.

Sincerely,

Thomas C. Finkenbinder

cc.      Kaj H. Dentler, Town Manager Town of Leesburg  
          Karl Eager, Kincaid Forest Homeowners Association  
          Brian Fauls, Loudoun County Chamber of Commerce  
          Tony Howard, Loudoun County Chamber of Commerce

June 9, 2016

Good evening Chairman Nohe and Members of the Authority. I am Edythe Kelleher, Executive Director of the Southeast Fairfax Development Corporation, or SFDC. We are a non-profit economic development organization that has taken the lead on revitalization in the Richmond Highway Corridor since 1981.

Thank you for the opportunity to address you regarding the critical importance of Fairfax County's request for \$5 million for Project 8AA, the widening of Richmond Highway – Route 1 – from Napper Road to the Mount Vernon Memorial Highway. Last year, preliminary engineering and environmental assessment received start-up funding. However, continuation of funding is necessary to meet critical milestones for other parts of project preparation, such as completion of the engineering phase, utility relocation, site plan, and right-of-way acquisition. These elements must be in place for the project to be eligible for construction funding next year.

Once the ongoing Federal Fort Belvoir widening project is completed, this approximately 2.5-mile segment will be the only remaining bottleneck along the Highway. Currently, this is a four-lane segment separated by only a double yellow line in many places, without benefit of curbs or sidewalks. The speed limit is 45 mph, as it is on the rest of Route 1. Problems in this segment include flooding, erosion, and increased pedestrian accidents, including pedestrian deaths.

Working along this corridor, I am puzzled by the low scores this project received in certain categories. For example, this segment is a bottleneck for drivers originating in Alexandria City, Prince William County and beyond, therefore the project should have scored higher on connecting jurisdictions. The potential to reduce vehicle miles would be greatly enhanced with the provision of space for the median Bus Rapid Transit (BRT) recommended in the 2014 VDRPT Multimodal Study. BRT will also dramatically improve “operation of existing facilities through technology applications,” another measure that appears mistakenly calculated.

“Supports multiple-use development patterns in walkable and bikeable environments” was given only medium rank, although the Community Business Centers along Richmond Highway are largely planned for mixed-use, pedestrian and bicycle-friendly development, and this transformation is already underway in other portions of the Highway.

In summary, supporting Project 8AA will leverage Federal funds already being spent in the Corridor, improve safety, connect multiple jurisdictions, enhance walkability and bikeability, assist in planning for transit, and expand the economic development potential of the Corridor. With increased population of persons needing transit, the growth of through traffic, and more than 77,000 vehicles entering Fort Belvoir’s main post daily, Richmond Highway needs the improvements that have been pending for decades.

I appreciate your taking the time to listen to our testimony, and hope that you will consider these comments favorably as you make your final funding decisions.



June 9, 2016

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

Dear Chairman Nohe:

On behalf of the Loudoun County Chamber of Commerce's Board of Directors and our more than 1,250 members, I thank you for the opportunity to offer comments on the Northern Virginia Transportation Authority's (NVTA) Fiscal Year (FY) 2017 funding program.

As you know, addressing northern Virginia's congestion crisis is vital to our region's long-term economic prosperity and quality of life. Many of our northern Virginia neighbors and employers agree. In fact, in a recent survey conducted by the Northern Virginia Transportation Alliance, when asked '*which of the following is the number one transportation priority our region needs to address,*' twice as many people (47%) said 'reduce congestion and delay' than any other answer (maintenance 24%), more travel options (17%) or safety (8%).

It was predominantly because of the public's frustration with traffic congestion that the General Assembly passed HB 599 to specifically direct the Northern Virginia Transportation Authority to "give priority to projects that most effectively reduce congestion in the most congested corridors and intersections." The Loudoun Chamber strongly supported this legislation as well as HB 2 which extends congestion prioritization to state-funded projects in our region.

To this end, of the projects up for consideration for the FY 2017 Program, the Loudoun County Chamber supports the following as important regional significant projects:

- I-66/Route 28 Interchange Improvements;
- Route 28 Improvements (PWC line to Route 29);
- Route 7 Widening -- (Colvin Mill Run to Jarret Drive/Dulles Toll Road);
- Metro Blue Line Power Upgrade; and
- Fairfax County Parkway Widening (Route 123 to Route 29)

We also respectfully urge the NVTA to uses its discretion to ensure that the Route7/Battlefield Parkway Interchange moves forward.

While we appreciate that NVTA increased congestion reduction from 35 points to 45 points (out of 100) in the weighted score, we remain concerned that the combined score of other criteria – accessibility, connectivity, environment, land use, bike/pedestrian access, etc. – total more than congestion reduction, and consequently potentially undermine the legislative intent of HB 599 to fund projects that move more vehicles, people and goods.

For example, based on the weighted scores, it appears that a Bikeshare project, that scores only 2.2 in congestion reduction, is regionally more significant than a highway interchange project that scores a 14.2 in congestion reduction. While the Chamber strongly supports multimodal and pedestrian access projects, the legislative intent of HB 599 should be paramount in the decision-making process.

*Physical Address:*  
19301 Winmeade Drive, Suite 210  
Lansdowne, VA 20176

*Mailing Address:*  
P.O. Box 1298  
Leesburg, VA 20177-1298

703 777 2176  
703 777 1392 fax  
[www.loudounchamber.org](http://www.loudounchamber.org)



We believe the Route 7/Battlefield Parkway project is consistent with the legislative intent of HB 599 for the following reasons:

First, Loudoun County is the fastest growing county in our region. In addition, our region's labor shed currently, and for the foreseeable future, extends deep into West Virginia, western Maryland and even Central Pennsylvania. Both of those factors make the Route 7 corridor a major regional commuter route. Currently, the Route 7/Battlefield Parkway Intersection is travelled by approximately 80,000 vehicles per day, which is well over capacity, and already offers travelers an extremely poor Level of Service (F). Congestion is only projected to get worse.

Second, the Route 7 Corridor Plan envisions Route 7 between Algonkian Parkway and East Market Street in Leesburg as a limited access, interchange-serviced highway. All other at-grade access points along the Corridor have either transitioned to, or are currently under construction as, grade-separated interchanges. The Route 7/Battlefield Parkway intersection will soon to be the ONLY intersection with a traffic signal from Berryville to Route 28. Which means this intersection is the single remaining chokepoint in the entire Corridor.

Third, the funds requested for the Route 7/Battlefield Parkway project are for construction purposes only. In fact, it is one of only three projects on the Draft FY 2017 Program list where funds are solely dedicated to construction. Many of the other projects on the Candidate Projects list, including four of the eight projects staff recommends be funded, are seeking funds for design, engineering, environmental assessments and Right of Way acquisition. Design, engineering and environmental assessment are necessary for any infrastructure project but they are preliminaries; it will be years before the public will see a congestion reduction impact from those projects.

The Route 7/Battlefield Parkway project will be providing a congestion reduction return on investment within two to three years at most. A funding delay at this juncture will certainly increase traffic congestion within the Corridor, and potentially the ultimate cost of the project to taxpayers.

Finally, the Route 7/Battlefield Parkway intersection has consistently been reported by the police as the highest accident intersection in the Town of Leesburg. Since 2009, there have been 472 serious accidents in that intersection which resulted in either significant property damage, or significant personal injury – including 2 fatalities. Improving mobility through the Route 7/Battlefield Parkway intersection by converting it to a grade-separated interchange will drastically improve the safety of that intersection and the entire Route 7 Corridor.

For all these reasons, we believe that the Route 7/Battlefield Parkway Interchange project is consistent with the legislative intent of HB 599, and is a vital strategic investment in our future that needs to move forward now. We respectfully urge NVTA to give all due consideration to funding the project for FY 2017.

Thank you for again for the opportunity to offer these comments and for considering the Loudoun County Chamber's position on this important topic.

Sincerely,



A handwritten signature in black ink, appearing to read "Anthony Howard".

Anthony Howard  
President & CEO

*Physical Address:*  
19301 Winmeade Drive, Suite 210  
Lansdowne, VA 20176

*Mailing Address:*  
P.O. Box 1298  
Leesburg, VA 20177-1298

703 777 2176  
703 777 1392 fax  
[www.loudounchamber.org](http://www.loudounchamber.org)



## **Northern Virginia Transportation Alliance Statement On Northern Virginia Transportation Authority's FY 2017 Investment Program**

**June 9, 2016**

With regional transportation needs far outstripping available regional transportation dollars, the Authority has a difficult job. That job is made more difficult by provisions inserted at the behest of area localities that distribute nearly one third of all regional dollars to local governments and require benefits be proportional by localities over time.

Of the 24 project applications for FY 2017 regional funding only two score higher than 50% for HB 599 congestion reduction; only 5 score higher than 40% in 2040.

Of those 24 projects the Alliance recommends:

- I-66/Route 28 Interchange Improvements
- Route 28 PWC line to Route 29
- Route 7 widening -- (Colvin Mill Road to Jarrett Drive/Dulles Toll Road)
- Metro Blue Line Power Upgrade
- Fairfax County Parkway Widening (Route 123 to Route 29)
- Potomac Yard Metrorail Station

Projects that most definitely should *not* receive regional dollars include the Falls Church bike share and East Falls Church Metro station, which rank dead last in congestion reduction. These projects also reflect the Alliance's concern that the Authority's quantitative scoring process exaggerates the value of projects that benefit relatively few people. Under HB 599 each scores 2.2 but when combined with the quantitative measures their scores approach 50.

There's no requirement to spend every available dollar every year. Prudence dictates investing now in several high ranking projects and holding funds in reserve until TransAction 2040 can rate more projects.

Bottom line: There's a lot of talk these days about Metro's stewardship. When completed in 2001, the original 103-mile Metrorail system was considered world class. Repeated warning of maintenance backlogs were ignored. Fifteen years later Metro is a mess.

During the next 15 years the Authority will have stewardship over 3-4 billion regional dollars. Its stewardship over this period will determine whether congestion on our regional network will be less or continue to lead the nation.

Previous Transaction plans have been largely collections of locally-nominated projects. For our region to be globally competitive, TransAction 2040 must be strategically-focused on solutions that best meet the most significant projected regional demands. All projects of great regional significance including the Bi-County and Tri-County Parkways, American Legion Bridge, new Potomac River crossing, regional express bus network must be evaluated.

Spreading around lots of money on lots of regionally insignificant projects is easy. Exercising the discipline to choose wisely and focus on projects of greatest regional significance is hard, but necessary. To paraphrase the recently departed Dos Equis Man, "Choose wisely, my friends."

Written Comments for NVTA FY2017 Program - James Davenport  
Prince William County

Cost for the improvements to Route 1 that extend from Featherstone Road to Marys Way have increased from the previous estimate of \$86 million to 96.4 million. Cost increases are due mostly to Right-of-Way and necessary changes in design, which is about 35% complete. Prince William County is requesting the \$10.665 million, as part of the NVTA 2017 program, to close that gap. Once this happens the county will have 100% funding for the project and can proceed with completing project design and can soon begin the construction phase.

Dear Members of the Commission:

As a resident of Falls Church who relies heavily on non-automobile transportation options, I am writing to express my strong support for the City of Falls Church's application for funding to support a bike share program as a part of NVTA's FY17 program.

Falls Church is lucky to benefit from several regional transportation options, including the proximity of two Metrorail stations and the Washington & Old Dominion bike trail, which cuts through Falls Church. These facilities not only enable short trips within Falls Church, but also connect the city with rest of our region. When I cross the bridge over I-66 to the West Falls Church Metro each morning and see the gridlocked highway, I'm reminded of how important non-automobile transit projects are to relieving vehicle congestion on our region's roadways.

For me personally, one of the biggest gaps that has prevented me from relying on bike transportation as heavily as I would like is a lack of facilities for managing unscheduled or short trips, and for storing bicycles at destinations. The City has recently taken steps to address these challenges through long-awaited investments in attractive and functional bike racks throughout Falls Church's core, raising awareness of bicycle transportation and making it possible for people to store their bikes while at destinations in the City.

Bringing bike sharing facilities to Falls Church would further address these challenges and would help make bicycle transportation – including, importantly, transportation throughout the region – more practical. With bike share, I will be able to more easily get between my home, Metro, and other transit destinations. I also will have predictable access to (and storage of) bikes for short and unexpected trips. Both of these are challenges that have historically made a car a better choice for many trips.

Bike infrastructure investments like those proposed by Falls Church are cost-effective ways to dramatically improve transportation connections within Northern Virginia, while also alleviating the pressure on our region's congested highways. As you are considering FY17 investments in our region's transit infrastructure, I hope you will fully fund the City of Falls Church's bike share proposal.

Yours sincerely,

Rob Sherman



## COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES  
RICHMOND

**ROBERT G. MARSHALL**  
POST OFFICE BOX 421  
MANASSAS, VIRGINIA 20108-0421

THIRTEENTH DISTRICT

COMMITTEE ASSIGNMENTS:  
FINANCE  
COUNTIES, CITIES AND TOWNS  
SCIENCE AND TECHNOLOGY

June 13, 2016

The Honorable Marty Nohe  
Chairman, Northern Virginia Transportation Alliance  
3040 Williams Dr., Ste. 200  
Fairfax, VA 22031

Dear Chairman Nohe:

I would like to request your support for funding the Manassas Park VRE Parking expansion project (garage) on the FY 2017 NVTA Program List.

This project has already had preliminary engineering done and was 6<sup>th</sup> on the evaluation list for congestion reduction.

The majority of the commuters using this lot are from Prince William, Manassas and Fairfax, not just Manassas Park. As such, this project will benefit all of these communities.

The safety of commuters at the Manassas Park VRE is a serious situation. The lot is over capacity virtually every work day and as a result VRE users park in the Manassas Park Government lot and illegally in other places and walk across the tracks to get to the VRE stop.

I urge you to seriously consider funding the Manassas Park VRE parking expansion project on the FY 2017 NVTA Program List.

Thank you for your time and consideration. If you have any questions please contact me on my cell phone at 703-853-4213.

Sincerely,

A handwritten signature in blue ink that reads "Bob Marshall".

Delegate Bob Marshall

RGM/ccg

Cc: All NVTA Members

# THE O'REILLY LAW FIRM

761-C Monroe Street, Suite 200  
Herndon, Virginia 20170

Michael L. O'Reilly  
Nancy J. O'Reilly

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June 14, 2016

VIA ELECTRONIC MAIL  
Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
[mnohe@pwgov.org](mailto:mnohe@pwgov.org)

Re: NVTAs FY 17 One-Year Program  
East Elden Street Widening and Improvements Project  
UPC 50100

Dear Chairman Nohe:

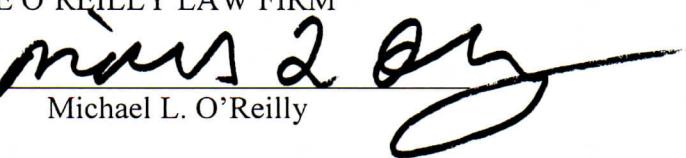
As a businessman who managed a large Tyson's Corner law firm, as a small business owner, as a former elected official and as a former member of the MWAA Board of Directors, I am keenly aware of the importance of the planning our transportation network requires. Since 2000, the East Elden Street project has been listed in VDOT's Six-Year Improvement Plan. Of course, much work was done prior to 2000 and much has been done since. Significant sections of right of way have been acquired. Environmental review has been completed and engineering is underway. VDOT has scheduled a public hearing for later this year. With the funding requested, this project is ready to go!

This project has been designed to relieve current and future congestion. It balances auto congestion relief along with improved pedestrian, bicycle, transit circulation and connectivity to the regional roadway and trail network as well as the future Herndon and Reston Metrorail Stations. In short, this is exactly the kind of project that the NVTAs should enthusiastically endorse!

I strongly urge the NVTAs to act favorably on the request for funding of the East Elden Street Widening and Improvements Project (UPC 50100). Please contact me if you have any questions.

Sincerely,

THE O'REILLY LAW FIRM

By:   
Michael L. O'Reilly

Cc: Town of Herndon

Hello,

I live in Manassas Park, Virginia on the 'other side of the tracks' in the original part of Manassas Park (the area near Manassas Park Post Office and Manassas Park Community Center) and work in College Park, Maryland, a commute of about 45 miles. I arrive there by taking the VRE to Union Station, then either Metro or MARC commuter rail to College Park Station. On the rare occasion that VRE isn't running, I drive to work and have no possibility of telework.

I try as often as possible to take the Omnilink bus to and from the VRE, but the service is unreliable - perpetually late or early, often causing me to not arrive in time to take my connecting transportation (the VRE) without sitting around for half an hour waiting for the next train because I missed my train waiting for the Omnilink to arrive too late to get me to the VRE at the designated time their schedule says. Now starting in July, the counter-clockwise Omnilink bus that serves the VRE station will no longer be in service, leaving me stranded at the VRE station or having to take a one hour bus ride in the opposite direction from the station to my home a mile and a half away via Manassas Mall (I can walk home in 50 minutes, but during bad weather or in the dark in the winter, I can't see myself doing this safely). Mapquest says it is a 35 minute walk, but Mapquest doesn't have to deal with the lack of crosswalks on Euclid Avenue or the uphill walk from the train station to Euclid, either. Not that Omnilink was a good deal, anyway - their last bus leaves minutes after the second to last VRE arrives at the station, often leaves early, and I miss the bus at least 50% of the time. If you take the last VRE train, there is no bus available since service stops after 7 pm, and the last VRE train arrives at Manassas Park Station at 7:52 pm.

Now that Omnilink has cut service, I will be having my husband drive me to the station because the parking lot is so crowded with people like me who take twenty minutes to drive the 1 1/2 miles across congested Route 28 (sitting through two or three changes of the light at Manassas Drive and Route 28 because of the people blocking the intersection) and have to try to find a parking space in the parking lot that is already full by the time the third to last train is scheduled to arrive.

The overflow into the area in front of City Center is discouraging businesses from locating there - I had discussed putting in a sandwich shop there a few years ago, but know that if all the spaces are taken by commuters who are parked there all day, a sandwich shop would fail because no one could park in front of it to eat there (City Center management told me they would designate a single spot for the sandwich shop and I could have commuters towed - but a single spot won't do much to encourage lunchtime visitors to a restaurant, and waiting for a tow truck won't give the shoppers immediate parking availability). Every day the parking spaces in front of City Center are full all day - I can't imagine many businesses willing to open a store where there is no available parking. City Hall is also crowded with commuters; not all of them from the VRE, since I see many people being picked up at City Hall by their carpools.

This all leads back to the need for a parking garage in Manassas Park. The city is already busting at the seams with people - many who live here commuting to their government jobs in DC and Maryland - but still more who are using Manassas Park as a cut-through to get to the major highways to head to their government jobs in DC and Maryland. If I drive to College Park, it takes me anywhere from three to four hours (just getting from my house to Braddock

Road, a four mile drive, usually takes me over an hour in bumper to bumper traffic). If even a small portion of these commuters could be encouraged to park at an expanded VRE parking lot and hop on the train, using their federal travel stipends, the headache of living in Manassas Park would be alleviated somewhat.

The Burke station has a very nice parking garage and people meet up with their carpools there everyday (I know because I was one of them before I took the job in College Park) and ridership on the VRE from the Burke Station has grown steadily as commuters realize what a great deal it is to comfortably park and take the train rather than endure the stress of a commute by car. GMU has even added a shuttle to the VRE and I see employees and off-campus students getting off the shuttle to take the VRE.

Now the VRE is discussing expanding its services to Gainesville and adding more frequent service (instead of trains every forty minutes, they are talking about more trains and having them as frequent as every twenty minutes). This will further expand the ridership in Manassas Park. I am already hearing people on the train saying it would be worth driving to Broad Run Station to get onto the train to guarantee they will find parking instead of driving around the Manassas Park parking lot in vain, only to end up driving back to City Hall to park and missing their train.

The VRE parking lot and City Center spaces, as well as the City Hall parking lot, are already full of cars by the time the second to last train arrives. Since there is only one way to get in and out of the parking lot, the line in the evening is very long and people rush to their cars to get in line. Recent Metro Safe Track repairs have brought new riders to the Manassas Park Station and the train I ride is now 'standing room only' by the time it arrives at Burke when before it would have available seating until we reached Springfield. Because of the influx of Metro riders, many of whom are praising VRE and saying they are planning to permanently change their commutes to include the VRE, the parking lot is even more crowded, with more to come as Metro steps up their repairs over the next year or more.

Perhaps some forward-thinking transportation planners can see the crowded conditions and expand parking to well beyond what is presently needed to prepare for the onslaught of vehicular traffic that we all know is coming. Perhaps it is time to expand the parking at Manassas Park Station to include spaces for commuters who will surely be catching carpools to avoid the upcoming tolls on Route 66 that will become a painful reality in the summer of 2017, the additional riders who are becoming disenchanted by the lack of Metro parking, the additional vehicles parking in Manassas Park as people catch carpools and create slug lines to get onto Route 66, and the VRE expansion to Haymarket that will offer more trains on a more frequent schedule that will increase train ridership from the Manassas Park Station.

And perhaps there is a better way to design the egress of this parking area to allow for faster, more efficient entrance and exit to the Manassas Park Station without all the running and going the wrong way up one way streets that we see as people scramble to get out of the station. People who live close by the station at the apartments at Manassas Park Station/Haverhill often drive to the train and when one of them has to turn left into their apartment complex, the traffic gets gnarled and backed up, as well, making a wider road or a left turn lane necessary on Railroad Avenue. Perhaps an additional entrance connecting to West

Carondelet, Holmes Place, or Henderson Place is in order to allow traffic heading Blooms Crossing easier access to their neighborhoods from the train.

Since there is already a great deal of construction in the area of Railroad Drive and Manassas Drive, perhaps Dahgren Ridge Road could be expanded to connect to Liberia Avenue or Quarry Road so all those Manassas residents who take the VRE from Manassas Park Station can go straight across to Liberia Avenue, alleviating some of the Manassas Drive congestion.

Now seems to be the time to add parking to the Manassas Park Station before all of the available piece of land in that area are developed and the opportunity to expand parking is gone - once the entire area is developed into town homes and apartment buildings, it will be too late to discuss the expansion of parking, as there will be no place to build a parking garage for all these additional commuters we are encouraging to move to our area by building new dwellings for them to inhabit.

Thank you,  
Lori Petterson

**Arlington Town Hall for the Northern Virginia Transportation Authority FY 2017 Program**  
**June 2, 2016**

Chair Nohe provided a presentation on the Northern Virginia Transportation Authority (NVTA) FY 2017 Program. The Arlington Transportation Commission (host of the session) had several questions on items in the presentation:

- A commissioner asked Chair Nohe or Ms. Backmon to speak about the rating system NVTA uses and how it incorporates HB 599.
- A commissioner noted that two of the projects submitted by Arlington County were not included on the NVTA Staff recommended list of project. He asked NVTA to expand on why the projects were not included in the staff recommendation.

The Transportation Commission invited public comment; there was one speaker:

- Stu Whitaker said that the transportation sector is the second largest source of greenhouse gas emissions. He said that reducing congestion and getting people home quickly is a great goal, but it should not be at the expense of the environment. He said that NVTA should select projects that adhere to the goals and objectives of the Transportation Planning Board. He listed several goals related to transportation access and choice, including an integrated, multimodal system with multiple ways of getting around the region. He said it is an error to think that adding highway capacity can reduce congestion.

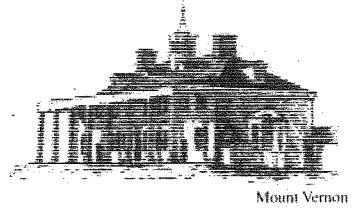
The Transportation Commission closed the session by making the following comments:

- Commissioner Perkins spoke in favor of all three projects, saying that the projects offer a reasonable balance between automobiles, bicycle, pedestrian, and transit. Lee Highway is congested and the Lee Highway ITS project should help traffic flow of all modes. The Crystal City Streets project improves pedestrian accessibility, adds protected bike lanes, and creates safer places for pedestrians to walk and cross streets. The East Falls Church Transit Access project includes a crosswalk as part of the project will accommodate safely those accessing the station on foot.
- Commissioner Price said he submitted his comments via e-mail and said he endorses funding all three Arlington projects.
- Chair Slatt expressed concern that in focusing on congestion relief, the region is doing itself a disservice by inducing demand. The goal of easing congestion also causes long term sprawl and makes the long-term congestion outlook even more bleak. He added that the rating system of scoring highway widenings highly and transit lower shows that the methodology will not give the region the projects it needs to move people now and into the future.



**Dan Storck**  
Mount Vernon District Supervisor  
Fairfax County Board of Supervisors  
2511 Parkers Lane  
Mount Vernon, VA 22306

Telephone: (703) 780-7518    E-mail: [mtvernon@fairfaxcounty.gov](mailto:mtvernon@fairfaxcounty.gov)



Mount Vernon

June 14, 2016

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

Dear Northern Virginia Transportation Authority,

I am writing in support of expediting the road, bike and sidewalk improvement projects for Richmond Highway that are critical to the Mount Vernon District's development.

These include:

- Richmond Widening Project: Mount Vernon Memorial Highway and Napper Road, Occoquan River to CSX overpass, and Armistead Road to CSX Overpass, Jeff Todd Way and Lorton Road to Telegraph Road
- Interchanges at the Woodrow Wilson Bridge
- Additional spot projects for Mount Vernon Highway Walkway, Route 1 at Engleside and Mount Vernon Highway at Route 1
- Widening Richmond Highway to six lanes, which will include pedestrian and bicycle facilities and provisions for future transit

I strongly support additional funding from the Northern Virginia Transportation Authority to the Richmond Highway projects. The NVTA's current proposed ratings for the Richmond Highway projects are based on flawed analyses. The congestion and safety issue need immediate attention, and immediate increased funding. I urge you to re-review the current ratings to reflect the past delays in planning and construction funding that have disadvantaged the readiness of these projects. These ratings do not reflect the demonstrated needs of the area and the domino effect they have had on revitalization and improvements in the corridor.

Yours in public service,

A handwritten signature in black ink that appears to read "Dan Storck".

# Northern Virginia Transportation Authority Comments



The Authority  
for Transportation in Northern Virginia

## Northern Virginia Transportation Authority

NVTA  
3040 Williams Drive  
Suite 200  
Fairfax, Virginia 22031  
(703) 642-4652  
[www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

If you have questions or would like to become involved in advocating transportation relief in Northern Virginia please email us at  
[TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)

Name: Frank Cohn

Street Address: 8809 Bruteshead Rd  
Alexandria, VA 22309

Date and Location of Meeting Attended (if applicable): 6/14/16  
South County Govt Center

Email Address: F.Cohn22309@aol.com  
(optional)

Check here if you would like to receive periodic news and updates from The Authority to your inbox.

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts: The Scoring system has been unfair to the Route #1 corridor. For example, Connectivity did not seem to recognize our connection to Prince William County as well as Md traffic to Fort Belvoir which is a city of its own.  
Placing our efforts to get Engineering an Acquisitions in place, in competition with shovel ready projects for funding allocation makes our concern for a fair scoring process even more important when a scoring criteria is potentially erroneous the citizenry loses confidence in the process.

# Northern Virginia Transportation Authority Comments



**The Authority**  
for Transportation in Northern Virginia

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Name: Susie M. Moss

Street Address: 7946 Central PK Circle  
Alexandria, VA 22309-1220

Date and Location of Meeting Attended (if applicable):

06/14/16

Email Address: 26missblue@cox.net  
(optional)

Check here if you would like to receive periodic news and updates from The Authority to your inbox.

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts:

Strongly urge Funding for RTI  
We need improvements now

We don't believe Scoring was fair.

# Northern Virginia Transportation Authority

## Comments



**The Authority**  
for Transportation in Northern Virginia

### Northern Virginia Transportation Authority

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3040 Williams Drive  
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If you have questions or would like to become involved in advocating transportation relief in Northern Virginia please email us at  
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Name: JAY JURITER

Street Address: 8208 Orville St  
Alexandria VA 22309

Email Address: jjupe@yahoo.com  
(optional)

Check here if you would like to receive periodic news and updates from The Authority to your inbox.

Date and Location of Meeting Attended (if applicable):

So, County Govt ctr

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts:

The bottlenecks and development constraints in the Rt 1, Fairfax County, cry out for remediation. The population figures dependent on this corridor certainly entitle this area to high priority

# Northern Virginia Transportation Authority

## Comments



The Authority  
for Transportation in Northern Virginia

## Northern Virginia Transportation Authority

NVTA  
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[TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)

Name: Michael Shor

Street Address: 1100 Woodliff Dr.  
Alex, Va 22308

Date and Location of Meeting Attended (if applicable): 6/14/2016  
South County

Share your thoughts:

There is a dire need to improve the traffic Congestion on the Richmond Hwy Corridor it stifles Economic Growth and the Quality of life

Email Address: [Michael.Shor@LNF.Com](mailto:Michael.Shor@LNF.Com)  
(optional)

Check here if you would like to receive periodic news and updates from The Authority to your inbox.

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

# SENATE OF VIRGINIA

JEREMY S. MCPIKE  
29TH SENATORIAL DISTRICT  
ALL OF THE CITIES OF MANASSAS AND  
MANASSAS PARK; AND PART OF PRINCE  
WILLIAM COUNTY  
POST OFFICE BOX 2819  
WOODBRIDGE, VIRGINIA 22195



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

June 16, 2016

Northern Virginia Transportation Commission  
3040 Williams St, Suite 200  
Fairfax, VA 22031

Dear NVTA Board Members,

Please accept this letter as public comments in support of including the Manassas Park VRE Parking Expansion in the FY 2017 Program List. There is no doubt that VRE takes thousands of drivers off our roads each day, proving to be a huge asset to commuters in our region. Currently, at the Manassas Park VRE Station, the parking facility fills up very quickly in the morning causing many riders to find alternate parking options that result in pedestrians crossing, often running across, the tracks to meet the train in time. This garage project would add parking capacity and create a pedestrian bridge to improve all around safety at this station.

While this is the only project from Manassas Park being considered, only 35% of riders are from Manassas Park. The remaining 65% of riders at this station come from Prince William, the City of Manassas, and Fairfax County. Thus, it has regional implications to improve transit capacity along the I-66 corridor. Additionally, it is only 1 of 6 transit projects being considered out of a total of 24 projects.

Lastly, this project rates well in the Congestion Relief Relative to Cost category, which gets to the very intent of House Bill 2313. Having already funded the engineering and design phase of this project, I urge NVTA to fund the next phase to ensure this project comes to completion.

If you have any questions, please do not hesitate to contact me at 571- 316-0581 or [district29@senate.virginia.gov](mailto:district29@senate.virginia.gov).

Sincerely,

A handwritten signature in blue ink that reads "Jeremy McPike".

Jeremy McPike  
State Senator

## **Virginia Sierra Club**

### **Comments to the Northern Virginia Transportation on Draft FY2017 program**

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 in walkable, bike-able areas near transit. They also significantly mitigate traffic congestion by giving people more alternatives, and reduce pollution and greenhouse gas emissions.

Our regional transportation investments should encourage this path toward focusing growth in activity centers near transit and expanding transportation choices. Experience has shown time and again that new road capacity fills up quickly. An effective congestion mitigation strategy must focus on reinforcing more compact, mixed-use, transit-oriented development such as in the Route 1 corridor and VRE station areas in Prince William, the future Silver Line station areas in Loudoun, Tysons, downtown Falls Church and the Blue Line corridor in Arlington and Alexandria. Major employers want to locate in these kinds of areas. People will pay a premium to live in these kinds of areas. A focus on expanding transportation choices will better address the root causes of our congestion problems, and much better add lasting value for our communities and local tax bases.

Often, municipalities develop long term plans for environmental sustainability initiatives and transportation plans distinctly and separately. Transportation planning can successfully address the relationship between transportation and climate change by prioritizing well connected multi modal and transit options. We appreciate that NVTA's ranking system does include a broad range of measures that take into account cost-effectiveness, coordination with land use and reducing vehicle miles traveled.

Therefore, we urge that project selection focus on projects in transit-oriented activity centers and on transit projects. This includes bicycle and pedestrian investments that connect people to transit and contribute to many fewer auto trips and miles traveled. Our priority recommendations for NVTA's 2017 regional funds are as follows:

#### **TOD Related Investments:**

- 3Q Manassas Park VRE Station Parking Expansion, because it is part of a plan for mixed-use transit-oriented development including shared parking

- 6W Bikeshare Connection to Orange and Silver Line Metro Stations because this is one of the most cost effective ways to connect to transit and increase transit ridership
- 8DD Potomac Yard Metrorail Station because this is tied to millions of square feet of transit-oriented development (TOD) which has a high likelihood of being realized in just a few years and because the private sector is sharing in the cost of constructing the station
- 6S East Falls Church Regional Connections and Access
- 8Y Crystal City Streets, 12<sup>th</sup> Street Transitway, Clark/Bell Realignment, Intersections because this supports growth in two TODs
- 6U Seven Corners Ring Road Improvements because this will support the TOD plan for Seven Corners including the grid of streets while providing an innovative urban, pedestrian and bicycle friendly alternative to traditional interchanges

### **Transit Investments**

- 9P Fairfax Connector Buses
- 8FF Blue Line Traction Power Upgrades
- 8CC West End Transitway

With Transaction 2040 and the six-year plan you will be developing, we would like to see even greater focus on transit and projects that support compact, walkable and bike-able development in activity centers. Regarding the approved list of eligible FY2017 projects, our recommendation for funds remaining after the transit and TOD-supportive projects is:

- Any interchange project you select be designed to incorporate safe, comfortable, and convenient bicycle and pedestrian connectivity.
- Any road widening project that you select must incorporate dedicated transit lanes from the outset. If need be, they can be peak hour/peak direction and also incorporate HOV, but they should be marked for future all-day dedicated lane transit service.
- Any road project must include adequate and safe sidewalks, safe crossings, and protected bicycle facilities. Preference should be granted to limiting arterial roads

to two lanes in each direction, with protected bicycle facilities, sidewalks, and left turn lanes. Larger roads at three lanes in each direction or greater, are hostile to pedestrians and bicyclists and undermine transit-oriented development.

Thank you for considering our views.

Kelsey Crane  
Program Coordinator, Northern Virginia  
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**Elizabeth M. Gilleran**  
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**TOWN COUNCIL**  
Lisa C. Merkel, Mayor  
Jennifer Baker, Vice Mayor  
David A. Kirby  
Steven Lee Mitchell  
Sheila A. Olem  
Jasbinder Singh  
Grace Han Wolf

**JUNE 15, 2016**

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

**Re:** East Elden Street Improvements – Herndon, VA

To Whom It May Concern:

On behalf of the Town of Herndon Pedestrian & Bicycle Advisory Committee (PBAC), I am pleased to express support for Herndon's East Elden Street Improvements project.

The mission of PBAC is to improve the quality of life in the Town of Herndon through the promotion of safe walking and bicycling as a viable means of transportation and physical activity. PBAC is also tasked to identify needed public improvements and evaluate transportation improvements projects to ensure they advance Herndon's commitment to creating a community with high service levels for all modes of transportation.

The PBAC continues to be a strong advocate for this project. East Elden Street as currently configured and used presents several obstacles to the mobility of all transportation modes. The multi-modal improvements as currently designed help on all accounts by enhancing vehicle operability, mitigating congestion, managing access, providing dedicated facilities for cyclists, and augmenting safety measures for pedestrians. PBAC is confident that the Complete Street design would ensure a unique townscape that offers a safe pedestrian and bicycle environment and efficiently moves traffic along this important gateway into Herndon.

East Elden Street serves a major business corridor in Herndon and with continued redevelopment nearby in both downtown Herndon and the Herndon metro area, increased traffic in the coming years and decades is expected. As the area urbanizes the need for roadway capacity will be mirrored with a demand for more and improved pedestrian and bicycle accommodations. The importance of this project for Herndon is the opportunity offers to meet not just current demand but that future demand as well. This project has been planned for many years and the Town has remained consistent in making it a priority. PBAC is excited and anxious for the project to be getting very close to obtaining the funding necessary for implementation. It would have a transformative effect on the Town and would provide much needed multi-modal connections with adjacent jurisdictions.

Respectfully,

Sheila A. Olem  
Council Member, Town of Herndon  
Chairman, PBAC

Written Comments for NVTA FY2017 Program

Submitted by Prince William County Department of Transportation

The widening of Route 1 (Featherstone Road to Mary's Way) is a major transportation improvement project in Prince William County that impacts both local and regional transportation. To date, the Northern Virginia Transportation Authority (NVTA) has provided \$52.4M in regional funds to support the project.

In 2014, Prince William County informed the NVTA that the cost estimate for the Route 1 (Featherstone Road to Mary's Way) project had the potential to increase. NVTA agreed to review the 2017 project list after the Commonwealth Transportation Board (CTB) finalized their 6-year plan. As the project progressed through the engineering phases and became more defined, the total cost estimate increased from \$86M to \$96.4M. The increase was due to right-of-way acquisition costs, required intersection design modifications, and retaining wall improvements.

In order to move forward with the project and make use of the existing funds, the Virginia Department of Transportation (VDOT) requires the project to be fully funded. Prince William County is requesting the \$10.665M, as part of the NVTA 2017 program, to close the gap. Once this happens the County will have 100% funding for the project and can proceed with completing project design and can soon begin the construction phase.

The project has been federalized, to supplement the project with federal and local funds, therefore this will be the last time the County will request NVTA funding for this project.

**A.J. DWOSKIN**  
**& ASSOCIATES, INC.**

June 16, 2016

By Email and Mail

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200,  
Fairfax, VA 22031  
[FY2017Program@TheNoVaAuthority.org](mailto:FY2017Program@TheNoVaAuthority.org)

Dear Chairman Nohe:

I am writing on behalf of the owners of the Herndon Centre Shopping Centre to express our support for NVTA's inclusion of the East Elden Street Widening and Improvements project in its FY 2017 Program.

While this project has been listed on the Virginia Department of Transportation's (VDOT's) Six-Year Improvement Plan since 1999, its current importance is heightened not only due to traffic congestion and safety concerns affecting Herndon's main "street" commercial corridor, but also because it is a critical arterial link between northern portions of Fairfax County, the Dulles Toll Road, Dulles Airport and Loudoun County. This corridor links some of the most significant growth areas in all of Northern Virginia.

We are aware that a significant amount of the project's \$33 million funding requirements has been committed and that the remaining required funding can be obtained over the next few years with NVTA's and other continued support. We also understand that preliminary engineering design is expected to be made available to the public this fall. We are hopefully that this project can continue on its current path without further delay.

In closing, we ask that the transportation planning effort remain comprehensive by balancing the regional arterial demands with those that serve the needs of the local commercial businesses and residents. We support the project's scoping efforts to include multimodal transit, pedestrian and bicycle accommodations and needed traffic management and intersection improvements to Elden Street so that one of the Town's most important tax generating, commercial corridors can continue to function in a viable, safe and efficient manner. Specifically, we will be asking that serious consideration be given to intersection improvements that include the addition of a traffic/pedestrian signal at Herndon's Centre's Kmart intersection with Elden Street.

We appreciate this opportunity to provide comments for your consideration.

Sincerely,



Albert J. Dwoskin

Cc: Arthur Anselene, Town Manager

June 17, 2016

VIA ELECTRONIC MAIL:  
[FY2017Program@TheNoVaAuthority.org](mailto:FY2017Program@TheNoVaAuthority.org)

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

**RE: NVTA Fiscal Year 2017 One-Year Program  
Project 1T - East Elden Street Improvements & Widening (UPC 50100)**

Dear Chairman Nohe:

This e-mail is to advocate the need for the NVTA's regional transportation revenue to continue to fund the Town of Herndon's *East Elden Street Improvements & Widening* project. The town's VDOT administered project is ready to move forward given the requested funding.

As you know, last year the town's project was allocated \$10.4 million to be directed towards utility relocation and right-of-way acquisition. The project is now leveraging previous federal funding allocations totaling \$6.5 million. The engineering design is well underway by VDOT, with the Location and Design Public Hearing scheduled for Winter 2016.

The project was initiated in 1998 and since then significant sections of street dedication and easements have already been acquired. The project has been listed in VDOT's Six-Year Improvement Plan since year 2000. The project now has a total of \$16.9 million; almost half of the total project cost. The town's project is long overdue and if given the requested NVTA funding of \$18.7 million (spread across 3 fiscal years) the project is ready to proceed to construction, as per table below and VDOT's full funding policy.

TOWN OF HERNDON			
East Elden Street Widening & Improvements (UPC 50100)			
PHASE	FUNDING SOURCE	NVTA and RSTP Funding	AMOUNT
PRELIMINARY ENGINEERING	Previous Allocations - (leveraged funds) primarily of RSTP and Urban allocations	RSTP Approved	\$ 4,711,000
<b>SUB-TOTAL</b>			<b>\$ 4,711,000</b>
ROW / UTILITY	NVTA, HB2313 - Regional FY2014	<i>Two-Year Plan (approved)</i>	\$ 2,600,000
ROW / UTILITY	NVTA, HB2313 - Regional FY2015	<i>Two-Year Plan (approved)</i>	\$ 2,600,000
ROW / UTILITY	NVTA, HB2313 - Regional FY2016	<i>Two-Year Plan (approved)</i>	\$ 5,200,000
ROW / UTILITY	NVTA, HB2313 - Regional FY2019	<i>One-Year Plan (requested)</i>	\$ 2,700,000
<b>SUB-TOTAL</b>			<b>\$ 13,100,000</b>
CONSTRUCTION	RSTP Funding Allocations	RSTP Approved	\$ 1,800,000
CONSTRUCTION	NVTA, HB2313 - Regional FY2020	<i>One-Year Plan (requested)</i>	\$ 8,000,000
CONSTRUCTION	NVTA, HB2313 - Regional FY2021	<i>One-Year Plan (requested)</i>	\$ 8,000,000
<b>SUB-TOTAL</b>			<b>\$ 17,800,000</b>
<b>TOTAL</b>			<b>\$ 35,611,000</b>

This letter is also to convey the challenge that smaller jurisdictions have in achieving an NVTA allocation. As is apparent, smaller jurisdictions generally do not fare well in VDOT's ranking process, despite the town's need to respond to increasing regional congestion. Under the current VDOT ranking methodology, the policy requiring full funding of projects makes the competition for funding increasingly difficult, due of course, to the limited regional revenue which impacts proposed funding allocations and the ability of smaller communities congestion mitigation concerns competing with the intense regional mitigation concerns. Nevertheless, the town continues to strongly advocate, as was done last year, the qualitative factors of the town's project in regards to its multi-modal, safety and congestion relief measures as well as the need for funding continuity, in order to fully fund its project and proceed on to construction. A project half funded should not be stymied, but assisted in a funding methodology which will allow the project to effectively utilize the resources previously allocated.

In addition, the project addresses an existing roadway safety deficiency with an upgraded bridge design at Sugarland Run. The frequency of roadway flooding along this section of Elden Street, has warranted the need to correct an unsafe street condition. VDOT's design results in a much safer regional arterial by elevating the roadway to accommodate an upgraded and larger capacity bridge-culvert structure necessitated by development within the Sugarland watershed area.

The video (link below) shows flooding of East Elden Street on Sept 8, 2011. East Elden Street flooding, between Herndon Parkway and Fairfax County Parkway, is shown in the middle section of the video (from 1:25 to 2:47). The aforementioned section of East Elden Street has flooded several times since 2003 from stronger storms than shown below or in the video.



Source: <http://www.youtube.com/watch?v=wCsOaGHnxzg>

In summary, the project relieves congestion by increasing roadway capacity via an additional lane for each direction between Herndon Parkway and Fairfax County Parkway interchange and to provide for dedicated turning lanes at each major intersection, while also improving safety and multi-modal connectivity and circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations.

The town's East Elden Street project has been listed in VDOT's Six-Year Improvement Plan since year 2000. Significant sections of right-of-way have already been acquired. The engineering design is now underway, environmental review has been completed and VDOT's public hearing is scheduled for later this

year. If allocated the requested funding, the town's '*East Elden Street Widening and Improvements*' project is ready to move forward and proceed to construction in year 2020, per VDOT's full funding policy.

I encourage the NVTA to vote favorably on the Town of Herndon's request for funding of the *East Elden Street Improvements & Widening* project. Thank you for your consideration on this critical town project.

Sincerely,



Arthur Anselene  
Town Manager

C. Mayor Merkel and Town Council  
Elizabeth Gilleran, Director of Community Development  
Mark Duceman, Senior Transportation Planner.

Richard F. Downer  
216 Herndon Station Square  
Herndon, VA 20170

VIA ELECTRONIC MAIL

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
[mnohe@pwgov.org](mailto:mnohe@pwgov.org)

Re: NVTA's FY '17 One-Year Program  
East Elden Street Widening and Improvements  
Herndon, Fairfax County, Virginia  
UPC 50100

Dear Chairman Nohe,

As a retired small business owner and former 15-year Town of Herndon Town Councilman, I strongly support the East Elden Street project as listed in VDOT's Six-Year Improvement Plan. I was privileged to serve on the Town Council that previously acquired dedication of substantial portions of the right-of-way in the 1990's. I also understand that the environmental review has been completed and engineering is underway and with funding this project could start construction.

In 2011 Mayor Lisa Merkel and I approached the Fairfax County Department of Transportation requesting a study for a "Circulator Bus" service for Herndon simultaneous with the start of the Silver Line Phase 2 Herndon Station. In 2015 the county released the "Fairfax County Comprehensive Transit Plan and Transit Development Plan Update" and included Routes 921 and 922. These routes comprise the requested "Circulator Bus" Service. Part of the route extends along East Elden Street from Herndon Parkway to Monroe Street, about 80% of this proposed widening and improvement project.

Completion of this project will greatly enhance the bus service along this route and immediately benefit the families and businesses in this area.

Thank you for considering this request and I hope the Authority will act positively on this funding application.

Sincerely,



Richard F. Downer



# Coalition for Smarter Growth

DC • MD • VA

June 17, 2016

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

Re: Comments on Northern Virginia Transportation Authority re 2017 Program

Dear Chairman Nohe and members of the Authority:

Thank you to all of you and your staffs for the hard work in developing performance metrics, evaluating projects, and producing a candidate list of projects for 2017. Given very limited transportation funds, you have recognized that we need to be efficient in the allocation of the funds you have available. That's why it is so important that you tie your transportation projects to support the forms of land use that minimize the amount that people have to drive while enhancing Northern Virginia's quality of life and economic competitiveness.

In *Region Forward* and in nearly every local jurisdiction's plans, you have identified walkable, mixed-use, mixed-income transit accessible neighborhoods and centers as the best way to grow. This is the case not just in Arlington, Alexandria, Falls Church and the City of Fairfax, but in Fairfax County which is placing top priority on transit-oriented centers and corridors, in Loudoun with three new Metro stations, and in Prince William, Manassas and Manassas Park at VRE stations.

Changing demographics and market demand have led to a boom in transit-oriented development, attracting millennials, empty nesters, and businesses. Eight-four percent of new office development has been within ¼ mile walk of a Metro station. Ninety-two percent of office leases over 20,000 square feet have been within ½ mile of a Metro station. The CEO of Marriott has said that the company will be moving its headquarters from an office park to a Metro station location. At a BISNOW forum in Loudoun last year, panelists called mixed-use, transit-accessible development the future of the county and key to being competitive in attracting jobs and residents. Rents and sales prices per square foot for both residential and office development are higher in mixed-use, walkable, transit-accessible locations.

Mixed-use, walkable, transit-oriented communities are a regional transportation solution. Residents own fewer cars, make fewer car trips and drive far fewer miles. They walk, bike and use transit at much higher rates and have lower combined housing and transportation costs. As our region grows by 1.6 million people by 2040, we need to support these communities that help reduce driving demand, otherwise we face both far worse traffic and the severe negative impacts that result from widening roads at great cost to adjoining neighborhoods.

Because of their great value to our economy and transportation system, these transit-oriented communities should be supported with transportation investments that make them successful. Therefore, we recommend that you focus the resources you have first on funding “TOD Packages” – the transit station improvements, local street networks, bicycle/pedestrian facilities, and other measures that make TOD work, and second, toward funding new transit capacity. After highlighting these investment priorities, we will comment on the proposed road and interchange projects.

### **TOD Related Investments:**

- 3Q Manassas Park VRE Station Parking Expansion, because it is part of a plan for mixed-use transit-oriented development including shared parking
- 6W Bikeshare Connection to Orange and Silver Line Metro Stations, because this is one of the most cost effective ways to connect to transit and increase transit ridership
- 8DD Potomac Yard Metrorail Station, because this is tied to millions of square feet of transit-oriented development which has a high likelihood of being realized in just a few years and because the private sector is sharing in the cost of constructing the station
- 6S East Falls Church Regional Connections and Access, because this combination of bus bays, bus lane, sidewalks, and bikeshare will cost-effectively improve access to the EFC Metro station and regional network
- 8Y Crystal City Streets, 12<sup>th</sup> Street Transitway, Clark/Bell Realignment, Intersections, because this supports growth in two TODs – Crystal City and Pentagon City.
- 6U Seven Corners Ring Road Improvements, because this will support the TOD revitalization plan for Seven Corners, including the grid of streets, while providing an innovative urban, pedestrian and bicycle friendly alternative to traditional interchanges and improving the future Bus Rapid Transit connection to the East Falls Church Metro Station.

### **Additional Transit Investments:**

- 9P Fairfax Connector Buses (11) because of the great need to meet growing transit demand in Fairfax, connecting emerging transit-oriented centers.
- 8FF Blue Line Traction Power Upgrades because these are essential to support 8-car trains.
- 8CC West End Transitway, because this new transit connection that will help link the Van Dorn Metro station with TOD at Landmark, along Beauregard, the Alexandria campus of Northern Virginia Community College, Shirlington, Pentagon City and the Pentagon, with additional connections to the Route 7 Bus Rapid Transit Corridor and Columbia Pike Transit.

A great deal of attention has been focused on the project (6W) to fund Capital Bikeshare to provide access to the West Falls Church and East Falls Church Metro stations. We see it as an excellent example of a cost-effective investment which supports transit-oriented communities and provides a regional benefit. Bikeshare is one of the most convenient ways residents of this community with its excellent network of local streets can provide access to the regional transit network, increasing transit trips and reducing vehicle trips. Investing in bicycle/pedestrian access to Metro stations is far more cost-effective per rider than spending \$25,000 or more per structured parking space, and frees up the land around stations for economic development – TOD that generates yet more walk, bike and transit trips. Again, this investment and other local street, bus bay, and bicycle/pedestrian investments that support mixed-use, walkable and transit-oriented communities are an integral regional transportation solution.

We are very cautious about road widening and interchange projects, because of the problem of induced demand, which will fill up new road capacity in a metropolitan area in as little as five years. This is a widely acknowledged and well-documented problem. In the short term, people change the time of their commute back to the peak hour, leave a carpool or transit to drive alone, or change their route to take advantage of the new capacity. In the medium to longer term, developers will cite the new capacity as allowing for additional auto-dependent development and people will move farther away from work because the commute is (temporarily) better – bringing back even more traffic to the road network. Money spent on road expansion, and then again for additional expansion as induced demand fills the new capacity, reduces the resources you have to make the long-term demand reduction investments that transit and TOD provide.

But we also recognize and understand the concern about near term bottlenecks that stress commuters. You face a difficult balancing act of addressing near term problems while seeking to make the much needed and longer lasting investments in transit and TOD. Therefore, our recommendation is that funds remaining after the transit and TOD supportive projects be selected based on the following principles:

- Any interchange project you select should be designed to incorporate safe, comfortable, and convenient bicycle and pedestrian connectivity.
- Preference should be granted to limiting arterial roads to two lanes in each direction, with protected bicycle facilities, sidewalks, and left turn lanes. Larger roads at three lanes in each direction or greater, are hostile to pedestrians and bicyclists and undermine transit-oriented development.
- Any road widening project that you select, which expands beyond two lanes in each direction, must incorporate dedicated transit lanes from the outset. If need be, they can be initially limited to peak hour/peak direction and also incorporate HOV, but they should also be marked in the plans for future conversion to all-day dedicated lane transit service.
- Any road project that is not limited access must include adequate and safe sidewalks, safe crossings, and protected bicycle facilities.
- In limited access highway and high speed arterial projects, parallel bike facilities within the right of way are better than no bike facilities at all. However, because of air pollution, parallel facilities are better located in offset locations along local street networks, provided relatively direct routing can still be achieved.

Again, we thank you for your hard work on behalf of Northern Virginia and we urge you not to lose sight of how important it is to focus on land use, particularly walkable, mixed-use, and transit-oriented centers that represent the most effective means to address our transportation challenges. After fix-it-first investments which include reinvesting in the Metro system, priority must go to transportation investments that support this more sustainable land use. This must be a core focus of the Transaction 2040 update and six-year plan.

Sincerely,



Stewart Schwartz  
Executive Director

These comments are submitted on behalf of Transitters, a transit users group, and other transit riders.

We believe these projects should be evaluated against the community's goals. The Greater Washington Council of Government (MWCOG), has adopted a Vision Statement that lists as its first Goal:

"The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region."

Supporting that Goal, the first Objective in the Vision is "A comprehensive range of choices for users of the region's transportation system," and its first Strategy is "Plan, implement, and maintain a truly integrated, multi-modal regional transportation system."

(<http://www.mwcoog.org/transportation/activities/vision/>

)

While NVTA is not subject to nor required by statute to comply with MWCOG's Vision, every jurisdiction belonging to NVTA is a member of MWCOG and a number of elected officials serving on the NVTA board also serve on the MWCOG board. MWCOG does not build infrastructure, so it is incumbent on NVTA and similar organizations to effectuate the vision of reasonable access at reasonable cost to everyone.

An examination of transportation in Northern Virginia reveals that this region has failed miserably to achieve that Vision.

While there are frequent reports about how bad traffic is in this region, public transit is far worse. We saw an indication of that recently when the Washington Post reported that the Silver Line ridership was 30 percent below forecast for its first year. Even closer to home, the NVTA FY2017 Public Hearing held on June 9th further illustrates the neglect that public transit is afforded. While NVTA advertised that shuttle buses would transport people beginning at 5:40 from Dunn Loring Metro Station to the hearing, the first bus didn't come until 7:15 -- an hour and fifteen minutes after the Open House began, fifteen minutes after the Open House ended, and fifteen minutes after the presentations began. The buses only appeared because Transitters were stranded at Dunn Loring and called NVTA to find out what happened to the shuttles. As a final illustration of how poor and neglected public transit is, not a single member of the NVTA board, NVTA staff, other hearing attendee, or even the Director of Fairfax County transportation took public transit to the hearing.

Public transit is not just a local concern to us in our increasingly urban environment -- it's a global concern, as illustrated by this passage from the Encyclical Letter on Care for Our Common Home published last year by Pope Francis:

"The quality of life in cities has much to do with systems of transport, which are often a source of much suffering for those who use them. Many cars, used by one or more people, circulate in cities, causing traffic congestion, raising the level of pollution, and consuming enormous quantities of non-renewable energy. This makes it necessary to build more roads and parking areas which spoil the urban landscape. Many specialists agree on the need to give priority to public transportation. Yet some measures needed will not prove easily acceptable to society unless substantial improvements are made in the systems themselves, which in many cities

force people to put up with undignified conditions due to crowding, inconvenience, infrequent service and lack of safety."

([http://w2.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco\\_20150524\\_encyclica-laudato-si.html](http://w2.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco_20150524_encyclica-laudato-si.html))

)

We have known for a long time the primary factors that affect the transportation mode -- auto, transit, bicycle, walking -- that individuals choose: cost and time (because time has value, we will refer to cost alone). NVTA's objective of congestion reduction is not necessarily inconsistent with the vision of reasonable access at reasonable cost for everyone, and we believe that to achieve this end NVTA should select projects that will provide the greatest improvement to public transit.

Of particular concern is the Transform 66 Outside the Beltway and by extension the I-66 / Route 28 Interchange Improvements project 6T, which VDOT has incorporated into Transform 66. While Transform 66 is constantly being promoted as "Multimodal Solutions -- 495 to Haymarket," we don't believe that it is multimodal in any meaningful way. In fact, we believe that it is an automobility project that will further urban sprawl with all its associated negative externalities. Among those negative externalities will be further dampening of Silver Line and other public transit ridership.

We have two major concerns about this Transform I66/28 project.

First is that despite saying that this provides "multimodal solutions," VDOT has failed to provide an estimate of the number of transit riders or the transit mode share that will result from this project. VDOT has provided an estimate of the impact that this project will have on average speeds along the corridor. We believe the failure to provide transit information belies the claim that this is a multimodal effort.

Second is the fact that while the draft Comprehensive Agreement Relating to the Transform 66 P3 Project (May 13, 2016) provides for payments for both highway and transit service -- labeled Support for Corridor Improvements and Transit Funding Payment -- there is a significant disparity in the terms of these payments. The Support for Corridor Improvements payments must equal a minimum Net Present Value (NPV) calculated at a specific discount rate, while the Transit Funding Payment need not meet a minimum NPV. In addition, this Comprehensive Agreement contains a provision that Virginia would be penalized if it were to invest in significant transit infrastructure -- the Orange Line -- within ten years of the completion of the Transform 66 P3 Project. This demonstrates continued prioritization of automobility over public transit.

We encourage NVTA not to fund this Transform 66 Outside the Beltway and by extension the I-66 / Route 28 Interchange Improvements project.

Stuart M Whitaker

# SENATE OF VIRGINIA

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

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



June 17, 2016

Chairman Marty E. Nohe  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22030

Re: Public Comments Regarding 2016 One Year Transportation Plan

Dear Chairman Nohe:

I am writing pursuant to the request of the Northern Virginia Transportation Authority's (NVTA) request for public comment on its Draft FY2017 Program.

As you know, I represent nearly all of the approximately forty-miles of Route 1 Corridor from near the Woodrow Wilson Bridge to Garrisonville Road in Stafford County. The Route 1 Corridor is one of the most economic depressed unrevitalized areas of Northern Virginia. The Route 1 Corridor consumes far more tax revenue than it generates and it consistently leads Northern Virginia in most crime categories.

The Route 1 Corridor is in desperate need of revitalization. That will come with investment in Route 1's existing infrastructure and will benefit all of Northern Virginia's taxpayers and commuters. This year, the NVTA is presented with three opportunities to further this objective.

## **Southern Route 1**

Prince William County has done an excellent job laying the groundwork for widening of the existing roadway and burying utilities. Approximately half of Route 1 through Prince William County has already been widened to three lanes and the visual effect is striking. With the coming development of Potomac Shores and substantial new high density mixed-use developments planned near Occoquan and Woodbridge VRE Station, funding the \$11 million request to help widen of Mary's Way to Featherstone and the \$16.5 million request to widen Brady's Hill Road to Dumfries Road are critical.

The completion of these projects will create a seamless six-lane, utility undergrounded, and more pedestrian friendly corridor in Prince William County to facilitate future development.

Chairman Marty E. Nohe

June 17, 2016

Page 2

**Northern Route 1**

Route 1 through Fairfax County is still in planning, but of equal, if not greater, importance given what is to come. This year's modest \$5 million request to follow on last year's \$17 million allocation will continue the planning, engineering and design for the 14-mile multimodal project between the Huntington Metro Station and Woodbridge. **It is a critical Northern Virginia regional project.**

First, the Route 1 Multimodal Alternatives Analysis Study published in 2015 (see attached) identified **\$2.2 billion of desperately needed feasible improvements required in this area including widening Route to six lanes its entire route, construction of a 14-mile median-dedicated bus rapid transit system, and 2.5 mile extension of the Yellow Line to Hybla Valley to be constructed over the next fifteen years.** This project currently has \$17 million of dedicated planning funding, but requires more to continue work as the project ramps up to compete with major funding opportunities through the Federal Transit Administration's New Starts Program.

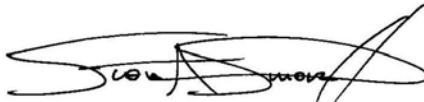
This investment should **not** be viewed as a Fairfax County request. As with Interstate 66, Route 1 is **multijurisdictional** asset. Improvements on Route 1 will have immediate development impacts in Fairfax County, but as large percentage of the users of Route 1 in Fairfax County travel from Prince William County for employment at Fort Belvoir and other jobs to the North.

I have also attached 117 comments that I gathered from constituents who are increasingly upset and even angry at the failure to fund projects in the Route 1 Corridor while other major projects in the wealthier and much more recently developed Northern and Central regions of Northern Virginia obtain funding. Please review the comments and recognize the increased desperation eastern Fairfax and Prince William Counties feel about their transportation infrastructure. More funding wealthier and less diverse I-66 and Dulles Corridors only feeds the anger that the eastern part of Northern Virginia feels about the fairness of funding allocations.

Please also recall that one year ago, I delivered over 420 similar citizen comments in support of last year's funding which the NVTA generously allocated to these projects.

It is absolutely critical that the NVTA continue moving this project forward by demonstrating continuous funding allocations to this project until it is completed. Please advise the Board of the importance of funding these projects and let me know if there are any questions.

Very Truly Yours,



Senator Scott A. Surovell  
36<sup>th</sup> District

enclosures

cc:	Senator Adam Ebbin Senator Jeremy McPike Delegate Paul Krizek Delegate David Albo Delegate Mark Sickles Delegate Luke Torian	Delegate Mark Dudenhefer Chairman Sharon Bulova Supervisor Dan Storck Supervisor Jeff McKay Chairman Corey Stewart Supervisor Frank Principi	Supervisor Maureen Caddigan Mayor Gerald Foreman Ms. Edythe Kelleher Mr. Tom Biesadny Mr. Tom Blaser
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# Route 1



## Multimodal Alternatives Analysis

# EXECUTIVE SUMMARY

February 2015



# INTRODUCTION

The Route 1 Multimodal Alternatives Analysis addresses the mobility needs of Richmond Highway in Northern Virginia. The study evaluated the benefits, costs, and impacts of implementing multimodal improvements along a 15-mile stretch of Richmond Highway, extending from the I-95/I-495 Beltway area, through Fairfax County, to the VRE Station at Woodbridge in Prince William County. The study was initiated to identify a program of multi-modal improvements that best meets both the community needs and the needs of travelers to and through the corridor.

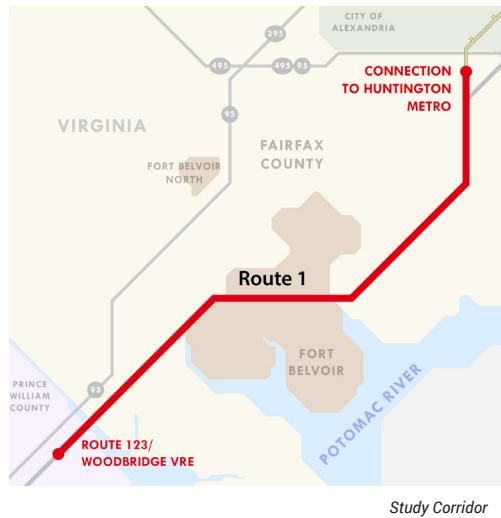
Through stakeholder participation and technical analysis, the study resulted in a recommended program of transportation improvements for adoption by Fairfax County and Prince William County. Solutions included combinations of transit, roadway, pedestrian, and bicycle improvements.

## PROJECT PROCESS AND PUBLIC INVOLVEMENT

Led by the Virginia Department of Rail and Public Transportation (DRPT), the study was an 18-month collaborative effort among Fairfax County, Prince William County, the Virginia Department of Transportation (VDOT), and the Virginia Office of Intermodal Planning and Investment (OIPI). An Executive Steering Committee, comprised of elected officials and senior staff from the key stakeholder groups, provided guidance throughout the study. The process also included frequent public outreach and events to ensure that the community and stakeholders played an active role in guiding the outcomes of the study.

## PROJECT PURPOSE AND GOALS

The purpose of the study is to provide improved transit, bicycle and pedestrian, and vehicular conditions and facilities along the Route 1 corridor that support long-term growth and economic development. The study developed and evaluated a range of multi-modal solutions to address the transportation needs of the corridor.



## LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

After reviewing the technical results and listening to feedback from the project committees and the community, the project's Executive Steering Committee endorsed a phased implementation of the multimodal (roadway, bicycle/pedestrian, and transit) improvements of "Alternative 4 BRT/Metrorail Hybrid", including:

- **Roadway Widening** – Widen roadway from four lanes to six through lanes where necessary to create a consistent, six-lane cross section (three lanes in each direction)
- **Bicycle and Pedestrian Facilities** – Create a continuous facility for pedestrians and bicyclists along the 15 mile corridor; the configuration will vary depending upon urban design, right-of-way availability, and other local considerations
- **Transit** – Contingent upon increased land use density and project funding, implement a median-running Bus Rapid Transit (BRT) system from Huntington to Route 123 in Woodbridge (curb-running BRT in mixed traffic within the Prince William County portion) and a 3-mile Metrorail Yellow Line extension from Huntington to Hybla Valley as expeditiously as possible

## Goals

			
Expand attractive multimodal travel options to improve local and regional mobility	Improve safety and increase accessibility	Increase economic viability and vitality of the corridor	Support community health and minimize impacts on community resources

## CORRIDOR PLANNING INITIATIVES

Numerous past studies and plans completed for the corridor consistently identified four key findings:

- Growth in regional population and employment, as well as changes in job concentrations, have driven greater demand for travel in the constrained corridor.
- Safety for users of all types (drivers, walkers, bicyclists, and transit riders) remains a concern.
- Land use and economic plans anticipate further growth and redevelopment.
- Maintaining housing affordability and diversity is an increasing challenge.

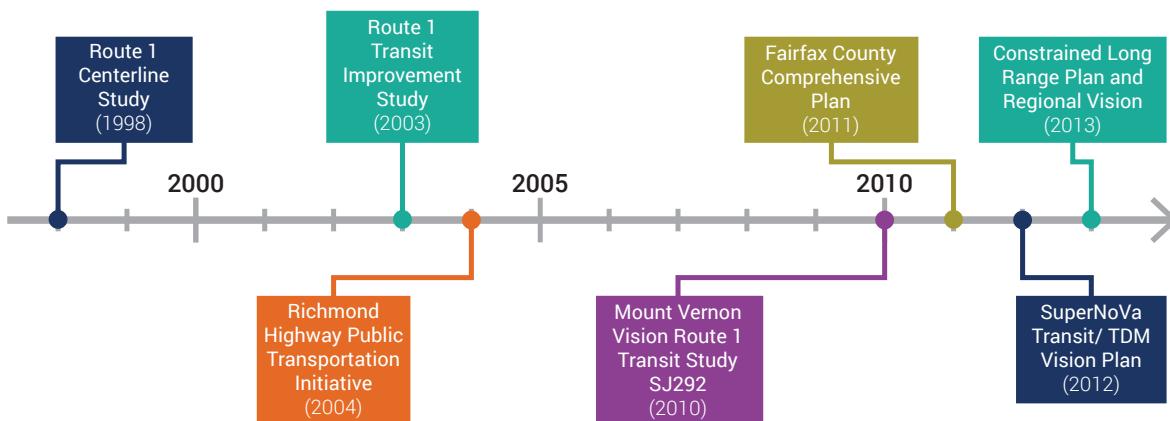
The two foundational studies for this effort are the VDOT Route 1 Centerline Study (1998) and the DRPT Route 1 Transit Study (2010). The VDOT study recommended widening the roadway and

improving pedestrian and bicycle facilities, as well as preserving right-of-way for transit.

The DRPT study recommended a further detailed assessment to examine the feasibility of dedicated transit running way and evaluation of modes to address congestion, capacity, and pedestrian safety issues along the corridor.

The Fairfax County Comprehensive Plan incorporates the findings of the Centerline Study, but stipulates that there should be no more than six general purpose travel lanes on Route 1 through the study area. The Prince William County Plan also calls for Route 1 to be a six-lane facility within the study area. These recommendations are already being carried out through Route 1 widening projects around Fort Belvoir in Fairfax County and at the Route 1/Route 123 interchange in Prince William County.

## Previous Plans and Studies



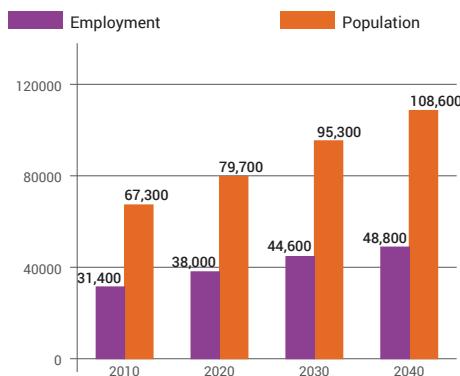
# CORRIDOR TRANSPORTATION CHALLENGES

The need for the project stems from existing and anticipated transportation problems along the corridor related to limited transit service, poor bicycle and pedestrian facilities, and high traffic volumes. These deficiencies limit accessibility and multimodal connectivity and are not supportive of the desired economic development and growth along the corridor.

The existing person carrying capacity of the corridor is constrained. Integrated multimodal improvements are needed to support the anticipated high levels of employment and residential growth. Without transportation capacity improvements that encourage pedestrian and transit travel, it is unlikely that the projected growth can be accommodated within the corridor, and the associated economic opportunity of additional jobs and residents will be limited.

Attractive multimodal options are needed to help serve the large transit-dependent population who rely on bicycling, walking, and/or transit to meet the needs of daily life. According to the American

## Projected Employment and Population for the Study Area



**By 2040, the Route 1 Corridor expects approximately:**

- 45,000 new residents; and**
- 18,000 new jobs**

Community Survey (2008-2012), within  $\frac{1}{2}$ -mile of the study corridor, there are over 2,000 households that do not own a car. Of the existing transit riders, nearly three-quarters have no access to an automobile as a travel alternative. Over half of corridor transit riders have household incomes of less than \$30,000. Preserving affordability and mobility on the corridor over the long term requires improved transit and other transportation options.

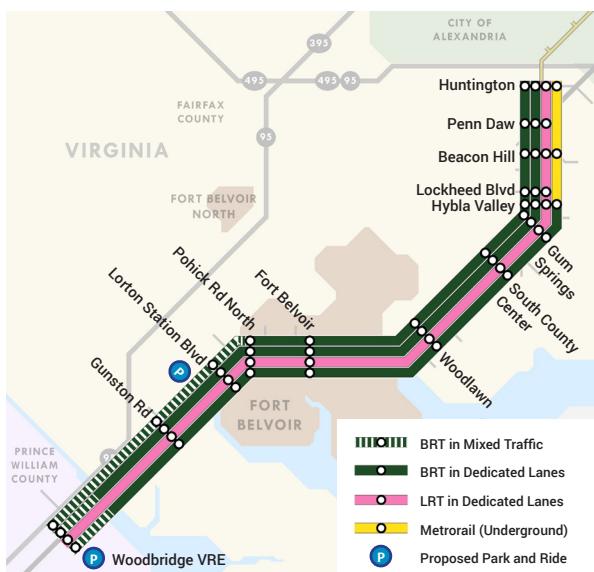
	Challenges	Needs
Transit	<ul style="list-style-type: none"> <li>• Transit travel time is not competitive with auto travel time</li> <li>• Peak and off-peak transit service is infrequent</li> <li>• Delays caused by transit dwell time at stops and peak period congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Attractive and competitive transit service</li> </ul>
Pedestrian/ Bicycle	<ul style="list-style-type: none"> <li>• Facilities for non-auto travel are limited, substandard, and unable to compete with the attractiveness of single occupancy vehicle travel</li> <li>• Pedestrian crossings of Route 1 are infrequent, long, and disconnected from existing transit stops</li> <li>• Bicycle access is difficult with few dedicated paths</li> </ul>	<ul style="list-style-type: none"> <li>• Safe and accessible pedestrian and bicycle access</li> </ul>
Vehicular	<ul style="list-style-type: none"> <li>• Significant congestion along Route 1 during peak periods</li> <li>• Travel times are highly variable and unpredictable</li> </ul>	<ul style="list-style-type: none"> <li>• An appropriate level of vehicle accommodation</li> <li>• Additional attractive travel choices in the corridor to minimize auto use</li> </ul>
Land Use/ Economic Dev.	<ul style="list-style-type: none"> <li>• Current development patterns fail to optimize development potential at designated activity centers</li> <li>• The street network is limited, offering few alternatives to Route 1 travel</li> </ul>	<ul style="list-style-type: none"> <li>• Support for more robust land development to support anticipated population and employment growth</li> </ul>

## ADDRESSING TRANSPORTATION CHALLENGES

The project team developed and evaluated three types of alternatives: (1) Bicycle and Pedestrian, (2) Number of Vehicle Travel Lanes, and (3) Transit Technologies. From the broad range of possible options, a set of initial alternatives emerged based on their applicability in the Route 1 Corridor.

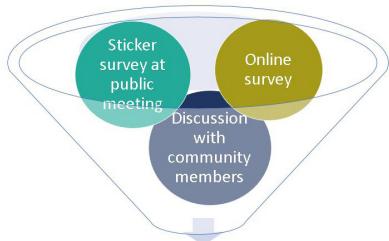
Early analyses focusing on traffic operations and right of way requirements determined that a consistent six-lane roadway and continuous bicycle and pedestrian facilities would be a way to simultaneously address the current and future congestion and bicycle/pedestrian access and safety issues along the corridor.

## MULTIMODAL ALTERNATIVES



Note: Each alternative includes six vehicular travel lanes and a shared bicycle/pedestrian path on each side of the roadway.

## What We Learned From Corridor Residents



- Purpose and Need
- Weighting of Evaluation Measures
- Recommendations and Action Plan

Four detailed alternatives examined bus rapid transit, light rail, and Metrorail options for the corridor. Each assumed a consistent six vehicular travel lanes along the entire corridor, as well as a 10-foot shared path for bicycles and pedestrians on each side of the roadway.

**Alternative 1**  
Bus Rapid Transit - Curb  
Bus operates in curb, dedicated transit lanes from Huntington to Pohick Road North, and in mixed traffic south of Pohick Road to Woodbridge.



**Alternative 2**  
Bus Rapid Transit - Median  
Bus operates in median in dedicated lanes for the entire length of the corridor and in mixed traffic in Prince William County.



**Alternative 3**  
Light Rail Transit  
Light rail operates in the median dedicated lanes for the entire length of the corridor.



**Alternative 4**  
Metrorail/BRT Hybrid  
In the short term, BRT operates in dedicated lanes and transitions into mixed-traffic in Prince William County. In the long term, Metrorail is added underground from Huntington to Hybla Valley.



## LAND USE IMPLICATIONS

Land use and transportation planning are interconnected. To maximize the quality of public transit service, development patterns must support higher density populations, a mix of uses, and pedestrian access to stations. This study included an analysis of land use potential as one way to evaluate the multimodal alternatives.

The study identified 13 potential transit stations on the corridor. The half-mile radius around each station was used for the land use analysis because it represents a typical walking distance for transit riders, and therefore a generally appropriate location for transit-oriented development. It is also the area of analysis for Federal Transit Administration (FTA) funding criteria relating to land use and economic development.

The land use analysis was carried out for three growth scenarios, which informed the evaluation of alternatives. Several key principles of transit-oriented development are reflected in illustrative

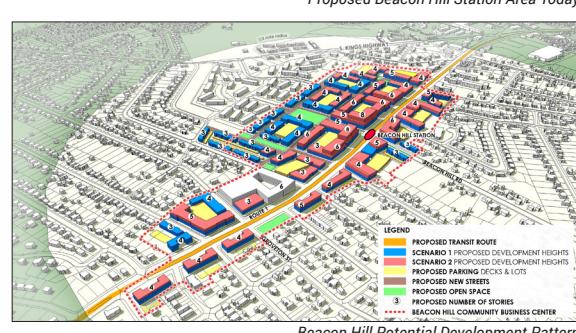
land use and urban design plans for the station areas:

- Compact, higher-density, mixed-use development patterns, including office, retail, and residential to allow residents to live, work, and shop within the Route 1 Corridor.
- Focused growth that “steps down” as a transition from station areas to existing neighborhoods
- Street designs that allow for wide sidewalks, street trees, street furniture, well-defined crosswalks, and on-street parking, all of which promote pedestrian activity
- A street grid within the station area and to adjacent neighborhoods that allows multimodal travel within the study area, but off Route 1
- High quality parks and public spaces

### Population and Employment Growth Scenarios



Source: DRPT Multimodal Design Guidelines (2013)



## EVALUATION OF TRANSIT ALTERNATIVES

The evaluation process assessed how well each transit alternative and cross section addressed the project goals and objectives. It also assessed the feasibility of the alternatives.

The evaluation assessed each alternative's ability to meet the project goals and objectives by using evaluation measures that provided either quantitative or qualitative data on how well each alternative met the goals. Based on feedback from community members and other stakeholders (including Technical Advisory Committee, Executive Steering Committee, and Community Involvement Committee members), certain measures were weighted double or triple to reflect their importance.

The evaluation also included a qualitative

assessment of how well each alternative supported key objectives for successful and timely implementation. Implementation factors, based on stakeholder input, reflect the likely physical/operational and financial feasibility of the project, likelihood of development levels appropriate to the type of transportation investment, and ability to secure funding for recommended improvements.

Alternatives 2 and 4 performed best overall. The full-corridor BRT service, combined with the recommended program of street and pedestrian/bicycle improvements, would provide strong mobility benefits in a cost-effective way. A long-term Metrorail extension at the north end of the corridor would provide additional mobility and support economic development.

Goals	Evaluation Measures	Alt. 1: BRT-Curb	Alt. 2: BRT-Median	Alt. 3: LRT	Alt. 4: Metrorail-BRT (Hybrid)
<b>Goal 1: Local and regional mobility</b>	<ul style="list-style-type: none"> <li>Project ridership*</li> <li>Number of transit dependent riders*</li> <li>Transit travel time savings*</li> <li>Provides connection to existing transit network*</li> <li>New transit riders</li> <li>Person throughput</li> <li>Number of riders who walked to access transit</li> <li>Provides improved bicycle and pedestrian facilities</li> </ul>	0.7	0.8	0.8	1.00
<b>Goal 2: Safety and accessibility</b>	<ul style="list-style-type: none"> <li>Auto Network Delay*</li> <li>Pedestrian access to stops*</li> <li>Pedestrian crossing time*</li> <li>Auto travel time</li> <li>Impacts due to turns</li> <li>Preserves flexibility for bike lane</li> </ul>	0.7	0.8	0.8	0.8
<b>Goal 3A: Economic Development</b>	<ul style="list-style-type: none"> <li>Potential to begin transit within 10 years**</li> <li>Tendency to encourage additional development*</li> <li>Jobs within 60 minutes*</li> <li>Per passenger O&amp;M cost savings with growth</li> <li>Tendency to accelerate development</li> </ul>	0.6	0.6	0.6	0.7
<b>Goal 3B: Cost Effectiveness</b>	<ul style="list-style-type: none"> <li>Cost per rider**</li> <li>Estimated Capital Cost*</li> <li>Estimated Annual O&amp;M cost*</li> </ul>	1.0	0.9	0.7	0.5
<b>Goal 4: Community health and resources</b>	<ul style="list-style-type: none"> <li>Change in VMT*</li> <li>Total Right of Way*</li> <li>Trips diverted from I-95</li> <li>Temporary construction impacts</li> <li>Environmental benefits</li> </ul>	0.7	0.7	0.7	0.8
<b>Ability to Meet Project Goals - Average Score</b>		0.7	0.8	0.7	0.8

\* measure weight doubled. \*\* measure weight tripled.

Key Indicators	Alt. 1: BRT-Curb	Alt. 2: BRT-Median	Alt. 3: LRT	Alt. 4: Metrorail-BRT (Hybrid)
Average Weekday Ridership (2035 )	15,200	16,600	18,400	26,500* (BRT 10,600; Metrorail 22,900)
Conceptual Capital Cost	\$832 M	\$1.01 B	\$1.56 M	\$2.46 B (BRT \$1 B, Metrorail \$1.46B)
Annual O&M Cost**	\$18 M	\$17 M	\$24 M	\$31 M (BRT \$8M, Metrorail \$17M)
Cost Effectiveness***	\$19	\$20	\$27	\$28 (BRT \$29; Metrorail \$28)

\* Corridor ridership, excluding transfers between Metrorail and BRT Portions

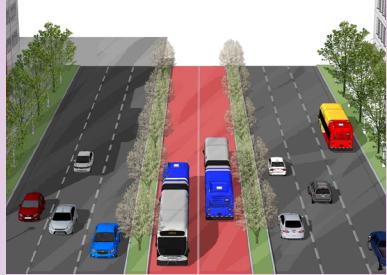
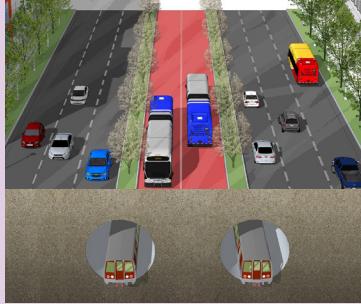
\*\* Each Alternative includes \$5 M annual cost for Ft. Belvoir shuttle service

\*\*\* Annualized capital + operating cost per rider

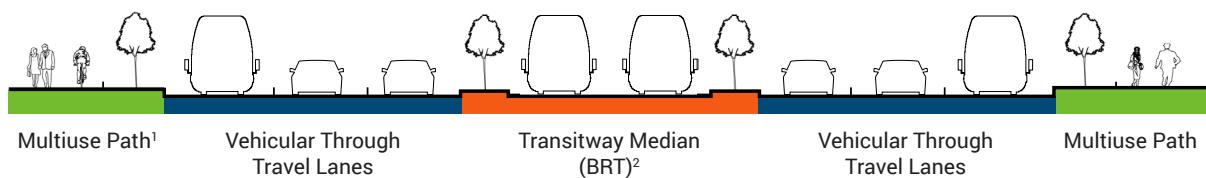
## RECOMMENDED MULTIMODAL ALTERNATIVE

The recommended transit alternative is a phased implementation of **Alternative 4 (Hybrid BRT-Metrorail)**, contingent upon increased future land use density.

- **Near-term: Median-running Bus Rapid Transit** would provide a cost effective transportation solution to support economic development plans.
- **Long-term: A Metrorail extension to Hybla Valley** (in addition to the BRT system) has potential to provide a higher level of local and regional mobility and support long-term corridor development.

Recommendations	Near-Term Vision	Long-Term Vision
<b>Transit</b> – Median-running Bus Rapid Transit System in the near-term, with a Metrorail extension to Hybla Valley in the long-term. BRT would be configured in dedicated median transitway through Fairfax County and in curb-running general purpose lanes in Prince William County.		
<b>Pedestrian/Bicycle</b> – 10-foot shared use path on both sides of street (may transition to on-street bicycle lanes in higher density areas).		
<b>Vehicular</b> – Route 1 to include consistent 3 lanes in either direction.		

### Recommended Cross-Section



#### Notes:

<sup>1</sup>The multiuse path may transition to on-street bicycle lanes in higher density areas.

<sup>2</sup>Curb-running BRT within the Prince William County portion.

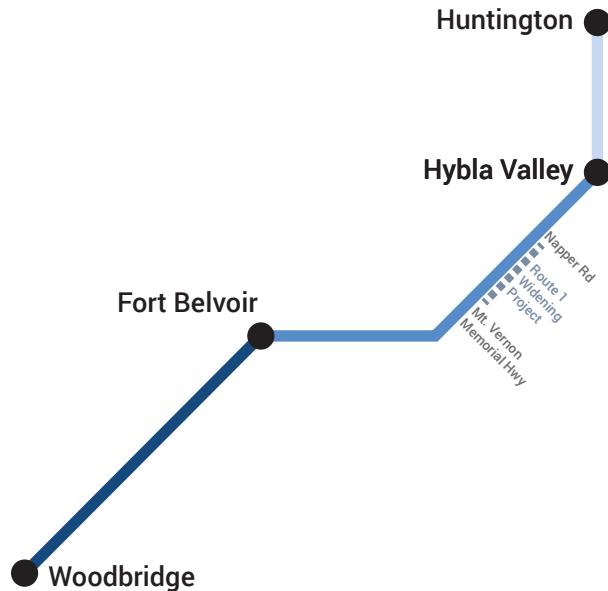
## POTENTIAL TIMELINE AND ESTIMATED COSTS

The recommendation calls for a four-phase approach to implementation. The BRT system, roadway widening, and pedestrian/bicycle facilities will be implemented during the first three phases (through 2032), with the Metrorail extension in the 2040 timeframe.

The recommended projects would require funding from a range of sources, including local, regional,

state, and federal funds. These transit project elements are potentially competitive for federal funding through the FTA Capital Investment Program, which historically funded transit projects at 50 percent of project capital costs. Local, regional, and state contributions would also be necessary. The funding mix for roadway/vehicular improvements may include state, federal formula, regional and local funds.

### Phasing Timeline



#### BRT Phase I (2026)

Huntington to Hybla Valley

\$306M, 3.1 miles

#### BRT Phase II (2028)

Hybla Valley to Fort Belvoir

\$224M, 7.3 miles

#### BRT Phase III (2032)

Fort Belvoir to Woodbridge

\$472M, 4.6 miles

#### Metrorail Phase IV (2040)

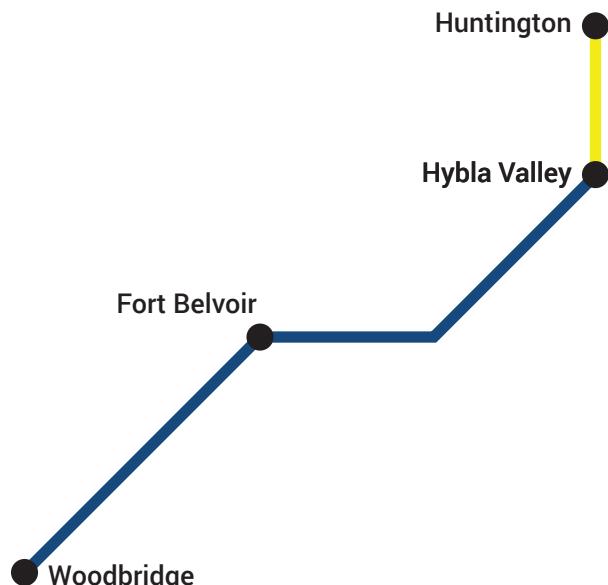
Metrorail Yellow Line Extension to Hybla Valley

\$1.46B, 3.1 miles

**Note:** The recommendation calls for implementation of the vehicular, bicycle, and pedestrian improvements at the same time, if not before, the phased transit improvements.



Woodlawn Vision (Artist's Rendering)



## RECOMMENDATIONS FOR SUCCESSFUL IMPLEMENTATION

Study findings include several supporting recommendations that would be necessary for successful implementation. One key finding is that a Metrorail Yellow Line extension to Woodbridge along Route 1 (a 15-mile extension) would not be feasible. In keeping with the Prince William County Comprehensive Plan, a potential Metrorail Blue Line extension could be considered in a subsequent study.

Successful implementation for all phases will require sustained and coordinated effort in three key areas: land use and economic development, transportation investment, and financial planning.

### LAND USE AND ECONOMIC DEVELOPMENT ACTIONS

Every transportation action affects land use, and all land use actions have transportation implications.

An integrated vision for the Route 1 corridor will guide actions to maximize economic development potential by creating a range of housing and commercial opportunities within the corridor. These recommendations build on the principles laid out in the Fairfax County and Prince William County Comprehensive Plans.

**Market Absorption Study** – Identify future land use and development scenarios that are desirable from a TOD and Smart Growth standpoint and feasible from a development standpoint.

**Comprehensive Plan Updates** – Revisit Plan documents in light of the Locally Preferred Alternative for transit and transportation. Develop policies to implement the Plan in the Route 1 corridor. Key elements include:

- Station locations and specific station area plans
- Infrastructure requirements (schools, public safety, parks, and other critical public investments)
- Urban design regulations and parking policies
- Future Local Street Network

**Economic Development Activity** – Implement incentives and guidance to encourage denser, mixed-use development around proposed transit stations. The Inova Mount Vernon Hospital and the expansions at Fort Belvoir provide an initial economic attraction in the corridor. Additional focused investment would define centers of economic and community activity.

**Affordable Housing** – Preserve and increase affordable housing. In a growing region, the corridor will continue to attract a new generation of residents and businesses. With the complementary goals of equity and economic development, both jurisdictions should ensure that affordable housing is included as part of market-rate development.



Beacon Hill Vision (Artist's Rendering)

## TRANSPORTATION ACTIONS

Travel along and within the current Route 1 corridor relies heavily on the Route 1 right-of-way. These recommendations outline changes along Route 1 that will safely and efficiently accommodate all modes of transportation.

**Transit Investment** – Advance the next stage of transit project development, and continue to coordinate actively across agencies. Phased construction/reconstruction of Route 1 will include a systematic effort to preserve right-of-way and remove utility conflicts for median-running BRT.

**Bicycle and Pedestrian Improvements** – Continue near-term County programs to improve sidewalks and bicycle facilities, prioritizing immediate small-scale connections to improve safety and access. Phase construction of continuous sidewalks and multiuse paths along Route 1 in step with transit and roadway projects.

**Supporting Street Grid** – Expand the local street network to provide better connections to local destinations. Route 1 traffic congestion is the combination of local and through travel. A more connected system of walkable streets provides alternatives for local trips and supports access to transit stations.

**Right-of-Way Preservation** – Establish the future right-of-way limits for the proposed Route 1 multimodal needs. As land values continue to rise in this area, protective buying will secure the corridor for future investment and create a specific framework for private development and redevelopment activity.

**Roadway Widening** – Advance roadway widening projects to achieve the vision for a consistent six-lane vehicular cross-section, providing three travel lanes in each direction. Coordinate with transit, bicycle, and pedestrian facility improvements.

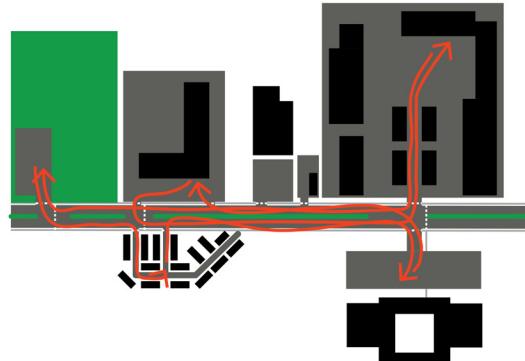
## PROJECT FUNDING ACTIONS

An initial funding analysis shows that implementation of the recommended transportation projects will require funding from a range of sources.

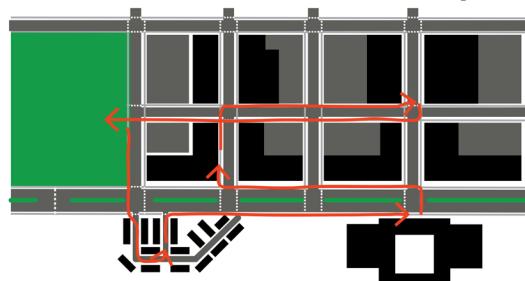
For typical County-sponsored transportation improvements, funds from local, regional, state, and federal sources are combined, incorporated into the County Capital Improvement Programs, and applied to the projects. The Route 1 corridor improvements are also expected to rely on regional funding through the Northern Virginia Transportation Authority (NVTA), state funding through DRPT and VDOT, and federal funding through the FTA Capital Investment (New Starts/Small Starts) program, the National Highway Performance Program, and other Federal sources.

Next steps are to identify funding for the environmental documentation and conceptual engineering phase of the project, and during that phase, to continue refining the assumed sources and amounts of capital and operating funding.

### Conventional Development



### Grid Pattern, Mixed-Use Development



## NEXT STEPS

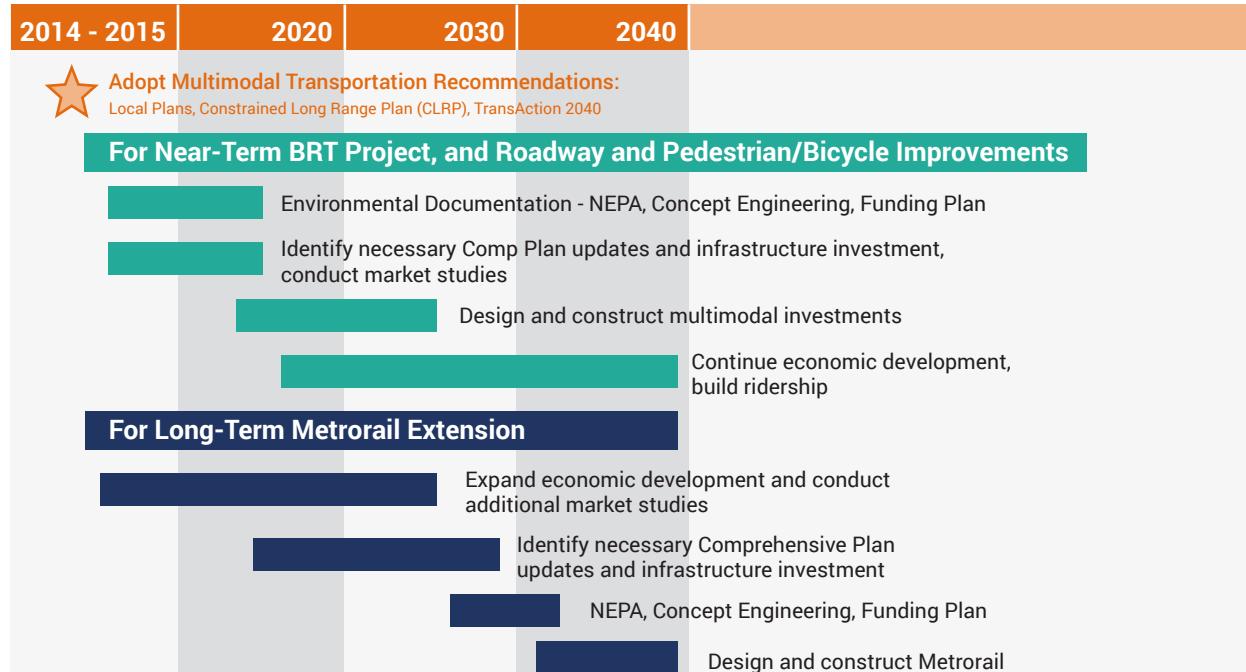
The timeline below illustrates a framework of implementation steps for the near-term BRT project, the long-term Metrorail extension, and the roadway and bicycle/pedestrian improvements. The immediate next phases of project development are accompanied by the recommended market absorption study and Comprehensive Plan updates.

The recommendations of this study recognize that many related corridor improvements are already underway. Roadway widening, a robust program of pedestrian and bicycle improvements, intersection upgrades, and transit service refinements are examples of the ongoing improvements being carried out by County and State agencies.

The next steps towards project implementation include:

- Forward study recommendations to local governments for endorsement and implementation
- Begin to incorporate recommendations in local, regional, and state plans
- Coordinate environmental documentation “Class of Action” with responsible federal agencies: FTA and FHWA
- Initiate environmental documentation for Phases I and II (Huntington to Fort Belvoir)
- Conduct corridor-wide market absorption study
- Initiate Comprehensive Plan updates
- Conduct a right-of-way survey to define potential impacts and create structure for public corridor preservation and private parcel consolidation

### Implementation Timeline



## 36th District Resident Comments on NVTA FY2017 Draft Plan

	Name	Street	Zip Code	Why do you believe the NVTA should allocate part of its \$267 million of annual funding to widen Route 1 in Fairfax and Prince William Counties?
1	Thomas Bowman	5020 12th St. S	22204	The big businesses required to fund metro expansion through a special tax, similar to the silver line, won't move to Rt. 1 unless the NVTA improves the transit corridor. Without a stable business community in place, we will never improve this part of the county.
2	John W. Cross	7508 Milway Drive	22306-2525	<p>Congestion is only part of the issue with Route 1 in the proposed segment. In my opinion priority action on widening this segment is required because of safety issues.</p> <p>1) Route 1 has varying numbers of lanes in different areas, sometimes changing in each block. Because of the differing number of lanes, drivers do not routinely use the 3rd lane for through traffic where Route 1 has already been widened. As a result, money that has already been spent on widening is wasted until the entire length has 3 lanes. More importantly, vehicles who are in the 3rd lane must merge with traffic when that lane ends, creating danger of collisions and side-swipes.</p> <p>2) Route 1 has no uniformity in providing for left turns. In some places there are central turn lanes for both directions, in some places there are dedicated left turn lanes at intersections, and in some places there is no provision for turns at all. The last situation causes drivers needing to make a left turn to stop in traffic to wait for an opportunity to turn. The stopped vehicle causes drivers behind to seek to merge into the next lane, creating danger of collisions and side-swipes. NVTA needs to consider that there are many businesses along sections of Route 1 where there is no provision for turns, so this is not an uncommon occurrence.</p> <p>I hope NVTA will recognize the hazards that present on Route 1 because of the failure to widen this heavily-traveled thoroughfare in Fairfax and Prince William Counties.</p>
3	Ryan Colvert	8512 Monticello Avenue	22308	This major thoroughfare has only grown in congestion as earlier Base Realignment and Closure Rounds provided an influx of personnel to Ft. Belvoir and the surrounding area. Additionally desperately revitalization efforts for Route 1 have included improved housing options and retail options. The only thing that has not been improved in the past half-century is the road. While I have no doubt that other areas suffer similar congestion, I would comfortably bet that they have been neglected for improvement on any scale similar to Route 1.
4	Nancy Glynn	4510 Squiredale Sq	22309	To ease traffic flow during all times of day and repair the existing road. <del>I suggest you keep asking the same question I have asked over and over. When they look at the congestion relief score to they take into account the silver line extension. Every time I have asked, they have said no.</del>
5	William Brinley	2495 Dawn Drive	22306	<p>I find it unfathomable that the NVTA continues to ignore the biggest public transportation project in the entire area (the silver line extension) when they look to allocate additional funding. Any work that is going to be done in an area that already had the best congestion relief project there is fully funded and on the books to be constructed should NOT be even looked at until the other areas have had their projects completed.</p> <p>The route 1 corridor has been shortchanged for years and even the current Embark study has already pushed the â€œBRTâ€ half measure out until well past the date the multimodal study had the Yellow line extension going in.</p> <p>The projects simply must come out of the Tysons corner/Reston/rt 66 corridor that has already had significant dollars already spent over the last 10-15 years and need to be put where they are truly needed. Ft Belvoir is going to be the biggest single employer in Fairfax county in the next 10 years and that detail is continually disregarded in the plans/projects. The western corridor has had more than enough infrastructure investment and is reaping the rewards. Itâ€™s time to spread the wealth and make sure the whole county grows.</p>
6	Dr. Brian Bodnar	6969 Richmond Highway'	22306	Please look at the need and money allocated over the past 2 decades to other parts of the county. It's our turn and as a business owner on the highway we can't wait 10 years. We need to start today

7	John Tolleris	5901 Mt Eagle Dr	22303	The NVTA should stop discriminating against South East Fairfax County which has tremendous transportation needs that no one has worked on for a half century in favor of wealthier portions of the county whose problems arose much later.
8	Virginia Wells	8522 Highland Lane	22309	Each year there are more cars, bicycles and pedestrians. We need better and more frequent public transportation. Widening must include all of the above to ensure progress.
9	Pam O'Meara	9006 Volunteer Drive	22309	The widening is needed now. As it is now, traffic going South is constantly backed up, starting as early as 3:30-4:00 pm, all the way from Fort Belvoir
10	John Pickett	2308 Apple Hill Road	22308	No. We need to take a much longer view and stop expanding highways mindlessly. Spend this money on transit and lots of it. We need to spend our tax dollars on making Hybla Valley a place that pedestrians and bicyclists can access without taking their lives into their hands.
11	Frank Cohn	8809 Gateshead Road	22309	The congestion is now, the remedy is already late!
12	Patti Rivera	6941 Westhampton Dr.	22307	Currently I do all I can to avoid the area due to the backups and congestion. I own a boat which is kept in Wdbg and getting there is a struggle every summer. I do a reverse commute but that stretch seems like anything but a reverse.
13	Anita P. Coleman	2541 Windbreak Dr.	22306	Route 1 is a massive parking lot Monday-Sunday, you have to leave home 1 hour early to make appointments. The crosswalks have helped some for people crossing the four lanes for bus stops, however it is still dangerous for people who move slow.
14	Ann Porter	8110 Orville Street	22309	Because it should not take 45 minutes do go 6 miles when traveling on Route 1.
15	Marsha Staiger	3221 memorial street	22306	It woul relieve the congestion and allow access for county vehicles and buses to move smoothly through the day giving the usually lower income riders the benefit of a more convenient and timely means of transportation which could encourage everyone to take mass transit . Our world depends on immediate action to support
16	Frank Cihak	9010 Nomin Lane	22309	Yes
17	Nancy Cihak	9010 Nomin Lane	22309	yes
18	William Levey	4319 Rolling Stone Way	22306	Help keep traffic moving instead of having to go from three lanes down to two, allows better transit service.
19	Nancye Campbell	2511 Fairview Drive	22306	You can't keep ignoring the problems. Many intersections along the corridor have been given failing scores by VDOT for years. More residential units have been added along the corridor but few or no traffic improvements have been made to support the additional number of cars and trips. The congestion results in sitting through multiple cycles of traffic lights at many intersections along the corridor during rush hours. And, the span for the rush hour period has increased - starting earlier in the day and running later. The requirement that projects that can be completed more quickly are given higher scores should be re-considered. Projects that can "build on" prior improvements in surrounding infrastructure will likely always be able to be completed more quickly and therefore receive higher scores. The result is that areas of the county where little or no funding for improvements has been invested historically will always lose out because the time to complete will be longer
20	Annabel J Baer	Memorial	22306	Traffic congestion on route 1 is horrendous. Our part of town has been ignored long enough. We need relief--now, not later! If we want to maintain any kind of quality of life here, we must make transportation projects a priority.
21	Mahendra Chudasama	7212 Richmond Hwy. Ale;	22306	These newly funded projects will reduce congestion and improve mobility for those who live, work, do business or travel on or nearby route 1 Richmond Hwy, while facilitating economic development and providing broader transportation options such as bus and rail transit.  Thank You.
22	Deborah and Michael Chusn	2303 Popkins Lane	22306	The West side of the County always receives more funding and always takes priority over the South side. We need Metro needs to be extended South from the Huntington Metro and we need rapid bus transit: we are tired of always being excluded. We pay taxes too.
23	Brandon fetterolf	2508 Fairview drive	22306	Route 1 is neglected and needs to be redone.
24	Frederick B. (Bart) Hewitt	9123 Cherrytree Drive	22309-2934	Route is a heavily-used highway. Because it has been neglected, it can no longer handle the load, particularly in the morning and evening hours. I VERY STRONGLY favor the addition of a bus lane, or BETTER, a light rail along the Route 1 corridor. This MUST be done to give commuters a safe and fast route. And for those of us who are retired, we will be able to use the road without having to avoid ever going out during the morning and evening rush. My vote in this year's elections will be largely influenced by which candidates support the upgrading of the Route 1 corridor.
25	Jasen Farmer	8301 Bound Brook Ln	22309	Integrated travel corridor to connect Alexandria, DC, Fairfax, Fort Belvoir and Prince Williams jurisdictions. Solid foundation for multimodal including biking, rapid bus and future metro expansion

26	David McNally	8010 West Boulevard Driv	22308	As originally a DC resident (and St. Albans School graduate '62) and urban planning student (Princeton '68), I strongly believe that Route 1 needs to be widened (even those many neighbors believe that 'those people' should not be encouraged to live in 'our' neighborhood.
27	Andrew Orton	6615 Beddo Street	22306	This particular region of the "South County" is not only home to many working-class families, it is a vital corridor for others in the region to commute to work everyday and to shop for their families on the weekends. South County has received much less attention, resources, and development than other wealthier portions of Fairfax Country. Many of us rely on public transportation, and it's time to stop the neglect and modernize our transportation options. Widening Route 1 south of the Beltway 1 is a great first step. It would improve bus service and ease traffic. This could literally "pave" the way for a badly-needed extension of the Yellow line to Hybla Valley. Please don't forget us. We are the backbone of this community and we deserve County-backed investment in our future. Thank you.
28	Josh Drumwright	7609 Range Road	22306	Because it will support congestion relief directly and indirectly through the long term renewal of the corridor resulting in reduced trips due to greater use of transit.
29	Evelyn Smith	Village Drive	22191	Rt. 1 provides access to multiple jurisdictions and should accommodate traffic with anticipation of increased commercial and residential growth. Assessments should be made and implemented in the "now" not for another millennium.
30	E. H. Harper	Credos Court	22309	1. Congestion would worsen in Fairfax if Prince William only is widened. 2. Public safety would be threatened as emergency vehicles get stuck in traffic 3. Residents would be further deadlocked with no alternatives. 4. Pollution could worsen, affecting the health of residents.
31	Greg roberts	Queens rd	22306	In the 6 years we have lived in groveton, we have seen traffic increase exponentially as more businesses and jobs come to route 1. Waiting 7 years to fix today's problem doesn't seem to make sense.
32	Josh Drumwright	7609 Range Road	22306	The Route 1 widening scores considerably higher than other projects on the HB599 (2040) scale. I encourage you to fully fund this project as it has broad local community support inclusive of over 400+ public comments in 2015 and continued local support.
33	Joanne Alvey	18306 Possum Point Road	22026	The congestion creates a climate that contributes to poor air quality, excess gas consumption, and time away from family. Base realignment has begun and another 30,000 people in culmination with a foiled development of infrastructure will hugely compound the problems.
34	M Bashore	2302 Wilkinson Pl	22306	High volume of traffic to/from Fort Belvoir, lack of other options, unsafe conditions, major artery to access beltway and Wilson Bridge
35	Anne K.	Hackamore Lane	22308	I am a physician who lives near the route 1 corridor. Over the years the congestion has become so bad that there is no "good time" of day to travel. I have an office in Woodbridge as well as Sherwood Hall Lane and our patients are frequently late or can't make their appointments due to traffic they have to deal with on Route 1. I experience the burden of the traffic load myself to and from my office. It's not good for business - people who work along route 1 deal with decreased productivity due to wasted time in traffic and the businesses suffer because customers don't want to deal with the hassle of navigating the traffic.
36	Robin Roberts	7401 Rebecca drive	22307	Widening of Route 1 could not happen fast enough. The current mess of lights, mixture of useless access roads/no access roads, lack of safe pedestrian cross walks, lack of consistent pedestrian sidewalks, no safe bikeways, unsightly utility lines, less than efficient (and non dedicated) bus lanes, etc. all make for dismal Route 1 experience. Having to utilize Route 1 is a necessary evil, an everyday awful experience. Route 1 is a public eyesore, crowded beyond belief (worse on weekends), 'unsafe at any speed', pedestrian / bicycle unsafe/deadly, not conducive to use of public transportation, etc. Please breakdown the overall project to smaller budgetary portions / goals to help keep the northern Virginia funding stream continuous and substantive.
37	Howard Lando	1900 Windmill Ln.	22307	There are now many more cars and trucks using Rt 1 with increased congestion. As a businessman (physician) with an office near Mt. Vernon Hosp, I continue to hear of patients being delayed in coming in as well as staff because of the congestion.
38	Jean Kernus	1902 Mallinson Way	22308	We deserve the dollars and attention afforded to other areas of our county! Our Route 1 area is always the "stepchild" in Fairfax County planning and budgeting, overlooking our wonderful assets of natural beauty and a multi-cultural population. Fairfax County should look for ways to help us uplift this area! Not put us to the back of the line again.
39	Cathy Hosek	1906 Rampart Drive	22308	Tysons is getting all the transportation dollars in our area. The Route 1 Corridor has a wonderful plan EMBARK which will help revitalize the area, but it can not be implemented until the transportation issue is addressed. BRAC and the additional influx of traffic into Fort Belvoir has only exacerbated this problem. The Route 1 corridor is on the precipice of positive transformation. It can not begin until the widening of Route 1 is funded.

40	Mary Paden	6816 Duke Drive	22307	Route 1 really needs attention. We have waited a long time for improvements. The latest plans have been viewed and accepted by the community and it is time to move forward into the 21st century.
41	Thomas E. Utegaard	Belle Haven Meadows Co	22306	Route 1 traffic density has increased substantially since the Woodrow Wilson Bridge project has been completed, the growth at Ft. Belvoir due to BRAC, and residential density increase associated with apartments rather than homes. Traffic is a bitch and our quality of life has suffered as a result.
42	Irene Elizabeth Lansburgh	8213 Clifton Farm Court	22306	The traffic on this section of Route 1 has become a nightmare. As more homes are added to the corridor, so are more cars. Additionally the addition of large numbers of workers at Ft. Belvoir has added significantly to the traffic situation. Combined with these issues is the lack of metro rail as an alternative to road travel. Route 1 is a major, if not the major, commuter route for eastern Fairfax and Prince William counties, but the additional growth of housing in this region has made driving at any time hazardous and stressful. On weekends I do not even attempt to use Route 1 since I spend so much time sitting in traffic. For many trying to go north to Old Town Alexandria or DC, the GW Parkway is becoming an alternative, and that national treasure was never intended to take that kind of beating with cars moving 15 to 20 miles above the speed limit. <u>Widening Route 1 immediately is imperative</u>
43	Jim poole	819 Eden ct	22308	Because our elected and appointed state and federal officials neglected to consider the impact on South County residents when they moved so many federal employees into our area with no consideration for public transportation
44	Jim poole	819 Eden ct	22308	Because north south through traffic especially employees at Fort Belvoir are now using the George Washington Memorial Parkway as their new Speedway to get to and from the Wilson bridge through traffic having moved from route one corridor to the George Washington speedway is adversely affect in the safety of Mount Vernon residence
45	Ray Baumann	8312 Crown Court Rd	22308	Rt 1 Near Ft Belvoir is in dire need and with the base expanding it is critical we get this going sooner then later.
46	Caitlin Kelly	Shiver Dr	22307	Route 1 is a major artery in our area and is constantly congested. My family avoids it as much as possible, using alternate routes, but if it weren't always so congested, we could actually get places faster and with less stress by using Route 1.
47	Robert Trotter	2610 Windbreak Dr	22306	All of the southbound congestion on Route 1 north of Buckman Rd is directly caused by the loss of one traffic lane at the Buckman, Route 1 intersection. We now have the newly opened Jeff Todd, that links Route 1 to Telegraph Rd near the new Wegmans, but it is very difficult to access Jeff Todd because of the bottleneck effect southbound immediately after Napper Rd. The improvements and widening on Route 1 near Ft. Belvoir also doesn't help with the congestion from The Woodrow Wilson Bridge to Buckman Rd. unless we improve the two mile stretch from Napper Rd. to Ft. Belvoir.  Side note: I've noticed how dangerous it is on northbound on Route 1 from Arlington Dr. to Lockheed Blvd. I have driven numerous accidents on this stretch of Hwy do to southbound traffic turning left across northbound traffic and colliding with on coming traffic. I think a smart, inexpensive fix would be to force the southbound traffic to turn left at the light at the Lockheed Blvd intersection!!!  I have a rising 11th grader that will be driving to West Potomac next year & would like to see his 1.1 mile drive to school be as safe as possible!  Thank you for hearing my opinion!  Regards, Robert Trotter
48	Route One has been and will continue e to be the step children of FXC			Because there has been congestion for 50 years and nothing is done.
49	Shaunta Hill	8118 Oaklake Court	22309	NVTA has supported every local besides Route 1 in Fairfax and Prince William. This area is long over due for support and improvements. Congestion is significant on route 1 given the fluctuating lane count from Huntington to Woodbridge. Please continue to fund this important effort!!!
50	Martha E. Fowler	2719 East Side Drive	22306	This corridor closest to the Potomac River and direct to Washington, DC is critical to the Alexandria Region and the important access to and from Washington, DC.
51	James G. Reese Jr.	7547 Great Swan CT	22306	Congestion is a constant problem on Route 1 between Woodlawn and Hybla Valley. This congestion has a direct effect on the lives and the businesses for everyone who lives, shops, and travels in this area. I live in Hybla Valley and I travel on Route 1 multiple time a day, every day of the week. There is rarely a non-congested time on this section of Route 1. Over the last few years, there has been a great deal of construction and expansion in this area without increasing the capacity of Route 1. I believe if Route 1 between Woodlawn and Hybla Valley is not widened in the next few years, it is going to have an increasingly burdensome effect on the lives, the businesses, and the economy of this section of Fairfax County.

52	John Bukoski	3617 Old Vernon Court	22309	Traffic on Route 1 has greatly increased since the last BRAC in both directions. Widening is needed in the short term and in the mid to long term greatly upgraded public transportation
53	Cynthia wilson	8404 Richmond Ave, Alex	22309	Congestion is already bad and with the planned expansion at Fort Belvoir will only become worse. I live just off Route One at Mohawk Lane, across from the south County office Bldg. Anytime I want to get on Route One, there is a substantial wait at the traffic light but at least there is a light. However, if I am trying to go to or from any of the businesses along this stretch of Route One, such as the Car Wash, pulling out on Route One is hazardous even in non-rush hour, and near impossible during rush hour. If I am coming on the GW Parkway from Old Town, and turn on Morningside then continue on Sherwood Hall, the traffic on Sherwood Hall builds up before the library and it often takes 3 or 4 lights changes before I can get to Route one. This is annoying but manageable now but will be intolerable once the planned expansion at Belvoir occurs.
54	William Zaccagnino	8612 Waterford Road	22308	Congestion on Route 1 will only get worse every year. The increase will be exponential, especially with the growth at Ft. Belvoir. Waiting for construction until 2023 will further cripple mobility in the area.
55	Jerry Jennings	Baltimore Road	22308	At present I have to avoid using Route 1 because the traffic is so heavy and slow and often backs up making it difficult for me to get to where I need to be in a reasonable time at reasonable effort.
56	Akera	Hallie Rose	22309	Route 1 should have been widened YEARS ago. anyone that travels on the road between Hybla Valley and Fort Belvoir will tell you that there is a pressing need for an expansion.
57	Phil Boughton	2008 Windmill Ln	22307	After 3:00pm it takes at least 45 minutes longer to get from the beltway to Ft Belvoir almost every day.
58	Claire Prechtel-Kluskins	2602 Ryegate Lane	22308	Congestion on Route 1 means that people like me don't bother to go out (to stores, restaurants, events, etc.) during certain hours of the day because you can't get there in a reasonable amount of time. TOO MUCH TRAFFIC.
59	John Carlson	1616 Courtland Rd	22306	to prevent traffic congestion between Hybla Valley and Ft Belvoir
60	John Carlson	1616 Courtland Rd	22306	Route 1 is in process of being widened up to Mt Vernon Mem Highway (Ft Belvoir) and project will complete shortly. When complete three lanes of traffic from south will merge into two lanes and overwhelm the capacity of the current two lanes. The same is true on the north end at Napper Road (Hyble Valley). The widening of the remaining section needs to be completed sooner in order relieve the congestion.
61	John Smaha	8615 Highgate Road	22308	it would improve access and the flow of commerce in Northern Virginia.
62	Barbara Burke	7106 Marlan Dr.	22307	Route 1 has is a major route from north to south for working people, who are residents, & tourists alike. There are probably more than five to ten times the number of residential homes & businesses along this corridor now, as there were when I was growing up here. It doesn't matter what time of day, it is almost always congested. Walk-overs would be a great addition for those who live near the shopping centers but don't want to get killed crossing this extremely dangerous & busy hwy.
63	Lisa Dolan	Blakiston Lane	22308	The widening is important & will continue to be, long after I am gone. But in addition, Alexandria is a very historical city. It should set and be example with regard to maintaining & incorporating its historical past, & its aesthetics. It should lead in its progress for innovative transportation, environment, services, safety & access for its residents & visitors alike. I actually remember when Alexandria was a very sleepy little town just outside of Washington DC. I can remember my mother's parents saying why do you want to live way out there in the sticks? Well the only thing that is constant is change. With our diverse world, change is inevitable. We need to accept, live & work to make the best decisions for the for our ever growing & diverse area, we all call home, here in Alexandria.
64				YES!!!!!!!!!!!!!!
65	Jennifer Smaha	8615 Highgate Road	22308	It would reduce congestion, encourage business ,and increase property values and property taxes in the area.
66	Celia Boertlein	Thomas J. Stockton Pkwy	22308	This is an incredibly busy corridor for access to businesses and residence. Access to Fort Belvoir is overflowing to Mt Vernon Parkway which is becoming increasingly congested. There is no time that route 1 is not backed up around Hybla Valley to Woodlawn. And it is really difficult or impossible to turn left out of the many businesses that it serves.
67	Rob Maher	8303 Brewster Dr	22308	It is critical to the safety and economic viability of the area that route 1 in Fairfax County get the long overdue attention it deserves.
68	Rosemary Speers	3112 Cunningham Dr	22309	To enable future plans for rapid transit along Route 1
69	Mark Gionet	Mount Vernon Highway	22309	yes

70	Connie Lorentzen	3900 Adrienne Drive	22309	<p>Although it will require some additional time to complete the widening of Rt 1 it is a major north south route for many Virginia residents and along with 95 it will in an emergency divide many citizens a route to safety.</p> <p>It was the original North South access and it is woefully inadequate for today's traffic - it should be a priority for the State to maintain an adequate safe route. It is inadequate, on a daily basis and has been now for many years during commuter hours; with daily long back ups going south toward 95 at the end of the workaday.</p> <p>To allow a bureaucratic criteria to result in giving priority to smaller more quick to resolve projects is poor governance and results in a diminished quality of life for all Virginia citizen who need to travel north south due to the lack of timely improvements</p> <p><u>On Route One</u></p>
71	Kim	2411 Cavendish Drive	22308	<p>The traffic on Route 1 has been so bad that I am considering relocating in the next few years. At any given time of the day and even on weekends it is difficult and an unpleasant experience to go to the Mount Vernon Plaza area just to get a cup of coffee. I have tried that in the afternoons on my way to work and even at that time of the day it can make me late. I have heard people comment that they avoid going to the businesses in that area as it is simply more trouble than it is worth. As time passes the problem gets worse and worse! We must do something before it causes the demise of our community and the quality of life here in Northern VA!</p>
72	Bronhed Shaw	Fielding Street	22309	<p>Route 1 (Richmond Highway) in Fairfax County is a major commuter thoroughfare for DC north/south traffic. By not widening the highway to six lanes between Mt. Vernon Memorial Hwy/Jeff Todd Way and Buckman Road it will cause major bottleneck congestion. Currently when thereâ€™s an incident on 95, all of the traffic bails onto Route One and causes havoc for commuters, local traffic and all of the businesses along the corridor. Neighborhood roads running parallel to Route One are filled with speeding cars trying to avoid the current congestion. Please finish the project that was planned and relieve the pain for everyone.</p>
73	Ken Rivera	Porter Lane	22308	Needed for all the new housing construction on-going along Route 1 North.
74	Beth	Van court	22309	Less pollution. Less congestion. Less road rage
75	William A Murphy	18256 Linton Court	22026	Congestion in the Town of Dumfries is horrendous. Rt 1 has been widened north and south of us. we are a choke point
76	Margot Haycock	17641 Chisholm Lane	22026	I've lived here since 1999 and the congestion on 1 when 95 is backed up is excruciating - this cannot wait till 2025
77	Chris Maly		22309	The route 1 corridor is a significant connector through south county to the DC area. The congestion and the safety risk can not be reduced without the widening.
78	Larry Zaragoza	Doeg Indian Court	22309	Absolutely. It feels like our traffic problems are ignored relative to the rest of the state. We pay far more in taxes than we get back from the state and our roads do not get the attention that they need. This should be a top priority for NVTA. If we do not get road improvements, the area will not grow and prosper. We need transportation improvements and more of our tax dollars should come back to our area!
79	Chris Revere	3311 Wasunton Way	22309	Yes
80	Scott Gearhart	3010 Sevor Lane	22309	Widening Rt 1 will relieve congestion that impacts the surrounding roads and neighborhoods that suffer because Rt 1 is such a poor option, currently. I typically avoid Rt 1 at all costs even though it is typically the most direct route.
81	May O'Brien	3206 Wessynton Way	22309	<p>The traffic situation on Route 1 is terrible, esp. with Fort Belvoir's major expansion, the new hospital, etc. There is NO easy route to Mt. Vernon, Fort Belvoir, Dale City, Potomac Mills, etc. From Route 1, the turn-off at 235 going South to Mt. Vernon takes FOREVER! The increased traffic going to Wal-Mart and the new COSTCO-Mt. Vernon and expanded malls along Route 1 has strained traffic in both directions. We NEED Rapid Transit DESPERATELY!</p> <p>There is an enormous population of immigrants in the Mount Vernon area, which will probably keep growing, and very often they are one of the major users of public transportation. We need the YELLOW LINE NOW -- not in 10 years! Please provide funding for the Yellow Line ASAP to Potomac Mills, if possible. Route 1 South is a MESS! There are bottlenecks at every left turn. Route 1 and 95 South, are eternally clogged after 3:00 PM. Not only that, the population over 50 will probably double in the next 20 years; start planning NOW. ALSO -- We need AGE-FRIENDLY transportation, so seniors who cannot drive can travel on public transportation more easily, efficiently, and quickly. Seniors who don't drive need a faster way to get to Washington, DC, Reagan-Washington National Airport, to shopping along Route 1, etc. For the first time, Mt. Vernon Parkway is a speedway as an alternative route to Ft. Belvoir. The issue is critical now. Not next year or in 10 years. Please do something. Don't just sit there.</p>
82	James Patrick Cooper	8803 Four Seasons Court	22309	To relieve congestion on a heavily used local road I use often.

83	Orna Blum	3415 Wessynton Way	22309	Traffic is terribly congested, and we need to accommodate the increased traffic flow to Belvoir. A widening should be done sustainably, though: designation of safe walkways/greenways and off road bike paths to encourage alternative commuting, and an extension of the Yellow Line. We also need an upgraded Rt 1 to draw better business development and get rid of the pawn shops and crack motels. This area stretches into protected parkland, historic routes, and communities with large influx of new immigrants. We need the area to be developed for transit, but also to serve our community, which has changed since Rt 1 was first built.
84	James Clark	3106 Wessynton Way	22309	Route 1 rush hour traffic ends about 9:30 in the morning and resumes at 2:30. It use to be mostly traffic heading south but now it is both north and south. We normally eat out Friday evenings and normally are in bumper to bumper northbound traffic. Weekends are now like weekday rush hour all day. People are in a hurry, frustrated by the traffic, and drive like it too. Yesterday morning a tour bus on 235 passed me on the right at Mt Vernon HS and blew through the active 25mph school zone.
85	Susan Vitorovich	2405 Wittington Blvd	22308	new housing developments have been built over the past 20 years without improving the infrastructure for increased traffic volume.
86	Lee Chapla	Childs Lane	22308	The southern end of Rt. 1 has already been widened and is currently being widened and that will be negated when the traffic comes to the end of the funnel just past Woodlawn -- what's the point of widening only a certain section of Rt. 1? All should be widened now!
87	Bob Crow	2213 Cavendish Drive	22308	Route 1 is a major transportation corridor for all areas south of the beltway and east of I-95. Many individuals and business are served by Route 1. The significant population growth, and a resurgence of businesses along Route 1 has stressed the road beyond its current capacity, particularly near the intersection with Kingshighway, where the new Wal-Mart has created horrendous backups at all hours of the day. Many large trucks are required to travel this route to the numerous box-stores in this area-the previously mentioned Wal-Mart, as well as Target, Petco, Lowes, Home Depot, Giant, 2 Safeways, Shopper's etc. Drive by anytime just south of Huntington, where the third lane ends, and you'll see my point. The original idea that the third lane was only needed for the first mile south of the Beltway is clearly no longer sufficient. So please, how about shooting some of the considerable tax revenue generated by the growth along the Route 1 corridor back into the community that generates it?
88	Richard Edwards	Brewster Dr.	22308	Because this County keeps dumping more crap on this "poor" section of the county.
89	Emily Paterson	8611 Stockton Pkwy	22308	Due to terrible congestion, I avoid route 1 like the plague. Even though I live closer to the route 1 shopping corridor than to Old Town, I often will go to more expensive stores in Old Town just b/c it takes so long to get in and out of the shopping centers along route 1. I believe the congestion also contributes to corporations not wanting to move into Fairfax County, despite our close proximity to Fort Belvoir and DC. We have a ridiculous amount of empty office space; this is bad for our economy and will lead to lower property values. <u>Route 1 must be widened and traffic must be reduced!</u>
90	Jody Buckneberg Preston	Wittington Blvd	22308	Yes, as soon as possible.
91	Maria Sheridan	2414 Childs Lane	22308	Congestion, traffic, pollution, quality of life
92	Neal O'Hara	Bluedale Street	22308	Because Route 1 is a major road in the County, and it is desperately overwhelmed by the current traffic use. It is very difficult to travel on the road during most hours of the day, especially on weekends, and also very difficult to cross the highway because of the congestion. I avoid Route 1 and all shopping and restaurants along the highway on the weekends because of the awful traffic jams.
93	Diane Prokop	8309 Brewster Drive,Alex.	22308	See above
94	Nancy Soyka		22308	Yes! The Route 1 corridor in Alexandria and south is chronically congested. We need sidewalks, bus service, and yellow line extension.
95	Sherry Thrasher	8402 Porter Lane	22308	The population explosion in this area and the tremendous number of commuter drive-throughs from Prince William County plus the proximity and availability to MD and DC residents who come here to shop and eat, providing revenue, demands the infrastructure to accommodate the traffic. As a 30-year resident who used Route 1 exclusively in the past, I now try to avoid it. It is sluggish even at mid-day.  I have cause to travel remote Virginia state highways often and have yet to find a bad road or a heavily trafficked one. With the local population and the extremely high tax base of this area, we deserve a return on our taxes and as fine an infrastructure as other Virginia citizens.
96	theodore majdosz	15 Jody Ct.	22556	It is needed today not tomorrow.
97	STANLEY VOYIAZIAKIS	8705 BRADGATE ROAD	22308-2312	LIVING HERE SINCE 1997 IT WAS NEEDED THEN!

98	Scott Wilkins	2321 Wittingham Blvd	22308	Congestion, new residential and commercial construction in the area will only create more congestion...when was route 1 built? Isn't obvious we need to widen our roads, especially a critical major thoroughfare such as Route 1?
99	William White	9014 Greylock St.	22308	Yes, congestion is horrible on Route 1. It's costing the county and state money by making it hard for business to be conducted in that area. Pedestrians are at risk every day due to the lack of proper pedestrian facilities, meaning SIDEWALKS and CROSSWALKS. Widening the driving lanes should be dedicated to cars and any bike or mass transit facilities should be dedicated, planned for and not used to take away from lanes or interrupting the flow of cars or making it inconvenient for pedestrians on Route 1.
100	Erika Christ	8600 Washington Ave.	22309	Traffic to and from Ft. Belvoir is a nightmare, esp. from the south in the morning and from the north in the late afternoon. As the base continues to expand and more new hotels/businesses open, we need better, safer driving conditions.
101				Congestion on Route 1 has been a steadily worsening problem since I moved to Northern VA in 1987. The volume of traffic has steadily increased and with it the time required to travel. The increased numbers of commuters traveling north & south for work require the widening of Route 1. Widening Route 1 should be a priority.
102	Janet Lewin	8417 Blakiston Lane	22308	I can't speak for PW county, but I avoid RTE 1 like the plague: I know so many short cuts to avoid it. But I have friends living in The Fairfax but avoid visiting because of the deadlock.
103	George Souza	2613 Stirrup Ln	22308	That money is really needed to fund light rail or Metro extension to Fort Belvoir and Prince William County.
104	Gioia chilton	Little hunting creek	22309	Yes
105	Katherine	3004 Wessynton Way	22309	Because Mt Vernon is the armpit of the County. The majority of homeless, needy people have been placed here because McLean has more clout than we do. Fix up the Southern part of the County. You screwed our schools with bussing instead of local neighborhoods. You have all failed Mt Vernon.
106	Sara Boehm	3314 Wessynton Way	22309	Traffic on Route 1 has an impact on our daily lives. I limit shopping locally (in favor of online) to avoid the congestion and my children are unable to participate in afterschool activities that require driving on Route 1 during peak hours because I can't afford the time to sit in traffic.
107	Kevin Facklam	4209 Pickering Place	22309	Route 1 is major artery that needs to meet its current and future capacity.
108	Robin Herron	Wessynton way	22309	This is a problem that had been building for years and has been further aggravated by the expansion of Ft. Belvoir. As a major commuter route for the region, as well as "main street" for the local community, RT. 1 is a thoroughfare as important as I 395.  As it stands now, it is a bottleneck that discourages commerce and community for this area. I strongly urge that widening and other public transportation improvements go forth asap.
109	Pat Hainey	2419 Cavendish Drive, Ale	22308	Congestion on Rout 1 in Fairfax & Prince William Counties is almost constant, regardless of the time of the day; it is a nightmare during rush hour. Something needs to be done in the near future, not in 8-10 years, to improve the road situation there, so people do not spend/waste most of their time attempting to go anywhere. The longer it takes for work to be done on Rt. 1 the worse the problem will become, with more people in the area. We need our elected representatives to take a firm stand on behalf of the citizens in the area.
110	Barbara Voyaziakis	Bradgate Rd	22308	Traffic congestion is unacceptable all day and worse during noon and evening rush hours. MY inexperienced drivers add to the problems. New businesses want shoppers but congestion discourages this. Tax revenue decreases! <b>PRESENT CONDITION UNACCEPTABLE!</b>
111	William Giroux	8805 Mansion Farm Place	22309	100% Yes
112	Keary Kincannon	2500 TurbridgeLane	22308	Yes
113	William Chilton	3420 Ayers Drive	22309	The Highway connects fort Belvoir with alexandria, two enormous employment centers. At the same time it is home to many who commute by bus. Traffic is so congested that buses are often standing room only and are often twenty minutes late or more.  I Support the proposal that will result in three regular lanes for cars, BRT in the middle and a robust pedestrian infrastructure.
114	Greg Crider	2402 William and Mary Dr	22308	Funds are needed to continue the progress of design, right-of-way and other preliminary efforts to widen the portion between Jeff Todd Way & Napper Rd SOONER rather than later. It is critical to reduce congestion and promote the revitalization of the Richmond Highway corridor which will result in the economic benefits & revenue an improved highway & transit system will bring to NOVA.
115	Pam O'Meara	9006 Volunteer Drive	22309	The widening is needed now. As it is now, traffic going South is constantly backed up, starting as early as 3:30-4:00 pm, all the way from Fort Belvoir

116	Kae Wells	2600 Ryegate Lane	22308	The extremely heavy traffic on Route 1 must squeeze from three lanes down to two at Napper Road all the way to Woodlawn, causing even worse congestion and backup. Getting to medical facilities and government offices is severely delayed, as is trying to complete routine tasks. The local residents need immediate relief, as do the commuters trying to get to and from work
117	Terri Bright	Renate Drive	22192	Rte 1 in Prince William county is a nightmare. It's in disrepair and needs modernized. The modernization should support safe pedestrian traffic, while accommodating traffic caused by I95 overflow, and prepare it for the future (metro expansion). Population is growing and the congestion is unbearable. I would like to shop on the weekends, but it's too hard to go anywhere after 10am.



COMMONWEALTH OF VIRGINIA  
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**JEFFREY C. MCKAY**  
**LEE DISTRICT SUPERVISOR**

June 22, 2016

Chairman Marty E. Nohe  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22030

RE: Public Comments Regarding Draft FY2017 Program

Dear Chairman Nohe: *Marty*

Although the deadline for public comments for the Northern Virginia Transportation Authority's Draft FY2017 Program has since passed, I would hope you could include this letter as part of the public record.

I'd first like to thank you for working with Chairman Sharon Bulova and myself last year to schedule a hearing at the South County Center to discuss this important work with the residents of Lee and Mount Vernon Districts. As you recall, we had tremendous citizen involvement and support for funding Route One improvements. Following that hearing, we were extremely grateful to learn that NVTA would be making an investment in Route One at that time. You'll be pleased to know that we again held a meeting at the South County Center this year, where we once again had good turnout and received tremendous support. I was glad to play an active role in ensuring that meeting took place again.

You may have received some negative comments about the state of revitalization on the Route One Corridor. I'd like to highlight the great strides the County has made towards revitalizing that area.

Despite years of neglect and inaction by the Commonwealth in investing in serious infrastructure improvements, the County has continued to make countless improvements on its own. The Board of Supervisors completely replanned and attracted high-quality development to the Penn Daw area of the Highway, as well as kicked off a comprehensive plan rewrite for the entire Corridor to coincide with plans to bring a bus rapid transit system in the short-term and a Metrorail extension in the long-term. I've met with dozens of developers interested in coming to South County, as well. As a lifelong resident of Lee District and someone who literally grew up on the Highway, I can tell you firsthand how much better the Fairfax County portion of Route One is today than it was during my childhood.

We've reached a critical junction where NVTA must invest in the Highway, not just to continue our revitalization, but -- more importantly -- to relieve congestion, better connect Prince William County, Fairfax County, and the City of Alexandria, and address a serious national security concern with evacuating Fort Belvoir, Fairfax County's largest employer. Given the magnitude of this undertaking, it is only the Commonwealth of Virginia, who owns Route One, which has the capacity to do this.

As you know, the section of Route One between Mount Vernon Memorial Highway and Napper Road looks largely the same as it did when it was first built. Yet there has been significant growth in traffic, development, and serious safety and environmental issues that must be addressed. While I don't agree with the scoring methodology used for Route One, my sincere hope is that once we complete the design and environmental work that is underway, this project should score significantly higher and be ready for construction dollars. We can agree that NVTA's investment in Route One by widening the Highway is a necessary and important next step in relieving tremendous congestion, making critical pedestrian improvements, and get us closer to implementing the bus and Metrorail projects I mentioned earlier.

This investment should be viewed as **both** a Fairfax County request and a regional request. I say that both because Fairfax County is by far the largest contributor of funds to the Commonwealth of Virginia for transportation and is by far the largest county in population in the entire state. Secondly, it's clear that Route One is an important regional asset that connects many jurisdictions.

Focusing available resources on the Corridor has been and will continue to be a top Fairfax County priority. As you know, this is reflected in many of our comprehensive land use and transportation plans each year. It's why we – Fairfax County – have invested millions of dollars in and around Route One in recent years (specifically on transportation projects that should have been the Commonwealth's responsibility, including turning lanes, sidewalks, pedestrian crossings, etc.).

The County will continue to focus resources on Route One. It's why we established the only local government funded revitalization organization along the Corridor. It's also why you won't hear us pretending the Highway has been stuck in a time warp, attracting no new businesses and creating no new high-quality developments. The only thing that appears to be stuck in a time warp is the roadway itself. We recognize progress and thank you for working with the Board of Supervisors to ensure this important project comes to fruition as quickly as possible.

I appreciate the opportunity to share with NVTA both the great success that Fairfax County has had investing in the Highway and the tremendous need we have for the Commonwealth to do its part in fixing our antiquated roadway infrastructure. I thank those members of the General Assembly who consistently, boldly and publicly supported raising additional money for transportation through HB 2313. I also thank you and the dedicated members of NVTA for all the work you put into improving our region's transportation network.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey C. McKay".

Jeffrey C. McKay  
Lee District Supervisor  
Fairfax County Board of Supervisors

cc: Senator Adam Ebbin  
Senator Scott Surovell  
Delegate Paul Krizek  
Delegate Dave Albo  
Delegate Mark Sickles  
Chairman Sharon Bulova  
Supervisor Dan Storck  
Ms. Edythe Kelleher  
Mr. Tom Biesiadny

