NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020-2025 SIX YEAR PROGRAM
PUBLIC COMMENTS
June 5, 2020
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Kelly Burk, Mayor, Town of Leesburg</td>
<td>20175</td>
<td>LEE-008</td>
<td>Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road.</td>
<td>This project will relieve congestion for 2 major commuting routes; also will provide bicycle-pedestrian connections among local points of interest.</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Jetty Hardy, Council Member, City of Falls Church</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>These multimodal transportation improvements will allow safer access to schools, community activity centers, and transit stations, will cause a modal shift away from SOVs.</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Jetty Hardy, Council Member, City of Falls Church</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>These multimodal transportation improvements will allow safer access to schools, community activity centers, and transit stations, will cause a modal shift away from SOVs.</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Andrea Bailey, Board Supervisor, Prince William County</td>
<td>22051</td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 24)</td>
<td>Please support the project to improve commuting and overall quality of life in Dumfries area.</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Monroe McKensie, Vice Mayor, Town of Dumfries</td>
<td>22056</td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 24)</td>
<td>The widening project is a missing link among other widening efforts on Rte. 1. Will enhance Dumfries overall quality of life (Dumfries as a destination).</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Selonia Miles, Council Member, Town of Dumfries</td>
<td>22056</td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 24)</td>
<td>Project will alleviate severe congestion issue because of i-95 overflow traffic.</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Pete Singh</td>
<td>22056</td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 24)</td>
<td>Project will improve safety and congestion issues; enhance economic revitalization and overall quality of life.</td>
<td>Yes</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>6/5/2020</td>
<td>Bernard H. Beebe</td>
<td>22053</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Opposition to Project No. NOV-002: Arlington W&amp;OD Trail Enhancements. In November 2019, NOVA Parks submitted an application (NOV-002) to the Northern Virginia Transportation Authority (NVTA) that requests $5.6 million to increase the width of the multiuse trail (a multiuse trail) in the western portion of Arlington County. NVTA should not fund this project, regardless of whether or not the project contains a high Congestion Reduction Relative to Cost (CRRC) rating. There are many reasons (quantitative factors) that together justify the rejection of NOV-002. In addition, some or all of the quantitative factors that contribute to the CRRC do not appear to be relevant to a project that will increase the width or otherwise “enhance” an existing multiuse trail that has the characteristics of the W&amp;OD Trail. That is because the W&amp;OD Trail travels within a public park (the Washington and Old Dominion Railroad Regional Park) and therefore receives more recreational use than transportation use. It appears that the use of some or all of the fifteen measurements that contribute to the CRRC has never been validated for this type of project. NVTA and other area-wide funding agencies receive few applications that request funding for projects whose major use is for recreational purposes, rather than for transportation purposes. The NVTA website contains no information that describes the validation of any rating criteria for existing multiuse trails whose predominant use is for recreation, rather than for transportation. This “Pave The Park” project will destroy a major part of a natural area that contains Arlington’s only large meadow/pollinator area. The paving, which will increase the width of a 10-12 wide trail to up to 22 feet, will also increase stormwater runoff within a designated Resource Protection Area (RPA) surrounding a stream (Four Mile Run). The project will also destroy a number of mature trees and shrubs, some of which Arlington County and the Northern Virginia Regional Park Authority planted. Any replacement trees will take many years to reach maturity. Further some will die when young and will not be replaced. It is not possible to adequately mitigate these adverse impacts on the natural environment that the project will create. Further, the project is not needed. My counts of traffic on the W&amp;OD Trail during peak p.m. travel periods before the COVID-19 emergency began showed that the Trail was not congested during those periods. There were no conflicts between users. Therefore, widening the trail and the proposed construction of a separate paved pedestrian path adjacent to a bike trail does not reduce conflicts between users. Whenever the pedestrian path has less traffic than the bicycle path, speeding cyclists choose to travel on the pedestrian path. They disregard any signs or trail markings that designate the path for pedestrian use only. It is impossible to enforce any such restrictions at a reasonable cost. Further, another paved trail, the Four Mile Run Trail, parallels the W&amp;OD Trail in the project area on the opposite side of the stream. Because of the trail’s hills and curves, few cyclists use the Four Mile Run Trail. The proposed pedestrian path adjacent to the W&amp;OD Trail’s bicycle path is not needed, as it would duplicate the existing Four Mile Trail, which usually has little traffic during peak travel hours. Few cyclists and pedestrians commute of on this section of the W&amp;OD Trail to avoid traveling in single-occupancy motor vehicles. The nearby I-66 has tolls during peak travel hours that vary according to the amount of traffic. Nearly all cyclists and pedestrians use the trail for recreational purposes or to avoid the need to travel on Metro rail, which is costly and crowded during peak travel hours (except during the COVID-19 emergency). The project will therefore decrease Metrorail’s revenues. The decrease in Metro use will be greater than any decrease in automobile use. There is no real need for this environmentaly destructive project. NVTA should not waste its money to fund this project. The cost of the project far exceeds any reduction in highway traffic congestion that the project might create.</td>
<td>No</td>
</tr>
</tbody>
</table>
NOVA Parks wants $5.6 million to expand a two mile stretch of the 12 foot wide W&OD Trail in Arlington to a maximum of 22 feet—a 12 foot bike trail, an 8 foot pedestrian trail, and a 2 foot median. This is equivalent to building a two-lane city street in a fragile flood zone located in one of Arlington’s few remaining natural areas.

NOVA Parks claims the increased trail capacity will relieve overcrowding and promote access to regional activity centers like East Falls Church Metro. The Shared Use Path Level of Service (SUP LOS) analysis performed by Toole Design for NOVA Parks in 2019 demonstrates congestion on the northern end of the trail, but it also acknowledges that demand is flat. The attached “Counts and Results Summary” said:

“Trail use has generally been steady between 2013 and 2018 and no consistent growth rate has been observed. Therefore, Toole Design did not forecast the number of years before the studied segments of the W&OD Trail would reach the percentage increases presented in Table 4-10.”

In other words, the increase in trail use has been so negligible that Toole didn’t bother forecasting future demand. This raises questions about the need to double trail capacity, especially since no alternatives analysis or environmental assessment was done. NOVA Parks insists that it couldn’t perform further analysis until NVTA approved the project. But this puts the cart before the horse. How can NVTA make an informed decision about what to fund until it knows what it is needed?

Toole acknowledges in the attached “Field Assessment Summary” that much of the trail lies in a flood zone:

“The section of trail along Cusack Memorial Parkway (0-66), west of Ohio Street to west of Patrick Henry Drive is designated as Area within ITPA and Special Flood Hazard Area. Impacts to the base flood will need to be limited in this area. Further investigation will be necessary during design (p. 1).”

What if further investigation demonstrates that paving over the remaining grassy buffer between the bike trail and Four Mile Run along a one mile stretch of I-66 will reduce flood damage? Does NVTA really believe that NOVA Parks will scale back its plans and return the money saved to NVTA? If so, I have some real estate along Four Mile Run in Arlington County I would like to show NVTA.

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

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

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

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

*Note: also gave same comment by email*

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

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

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

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

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

Good evening. My name is Rick Epstein, I live in Arlington, and am speaking on Project #NOV-002 – Arlington W&OD Trail Enhancements. “Thank you for the opportunity to provide comments this evening. I am a long time user of the W&OD trail and I am asking you to reject NOVAParks funding request for at least the following reasons:

This project will change a recreational trail in a natural regional park into primarily a commuting route when a primary mission of NOVAParks is “conservation of regional natural resources.”

I believe an overwhelming majority of trail users are still at best only vaguely aware of this proposed dramatic widening of the trail.

The reason is simple: NOVAParks has failed to hold any meaningful community engagement process regarding this project. Among the results of that failure are:

– NOVAParks has failed to provide to the public an upfront assessment of the negative environmental impacts from a new trail with a width beyond that of some residential streets, including loss of almost 2 acres of natural areas in close proximity to Four Mile Run and within areas of its RPA and flood plain;

– An upfront public process should have included an assessment of potentially less environmentally destructive, and possibly less expensive, alternatives, such as use of the existing trail in conjunction with Arlington’s already existing, parallel paved Four Mile Run trail during periods of peak usage;

– NOVAParks has failed to provide an assessment of either current safety issues on the trail or of safety problems the widened trail itself may create from increased bicycle speeds and potential volumes in areas immediately next to pedestrians.

These issues and others should have been fully discussed with our community before submission of this application.

Finally, it seems highly unlikely, based on prior community experience with NOVAParks, that any public engagement process held after receiving funding will be either fully objective or reflect a willingness to consider major changes. In conclusion, I am respectfully asking you to deny NOVAParks funding request in this round as premature. Hopefully this will prompt NOVAParks to now implement an adequate public engagement process so that we as a community can address the issues identified above, among others, and determine an appropriate approach with substantial community support.

Thank you.

This project is part of a larger vision to revitalize Town of Dumfries’ economic developments and overall quality of life.

The project does not have any documented benefits over its huge negative impact to environment.

This project demonstrates effective connection between land use and transportation planning, promoting overall mobility in a live-work-play community setting.

This is a much needed project to address worsening traffic bottlenecks in the area.
An environmentally damaging project with no real benefits to users. Current usage of the facility in the project area does not require any widening. Received comment in the email too: 

Dear NVTA, 
Thank you for the opportunity to make oral comments on May 14, 2020. As I noted in my comments, I live in Arlington next to NOVA Parks Upton Hill Regional Park and near the W&OD Trail. Though I was not speaking on behalf of Arlington County’s Urban Forestry Commission, I am also a member of that Commission and have a strong interest in preserving what is left of Arlington’s mature tree canopy. As you may recall, I spoke against funding the NOV-002 “Arlington W&OD Trail Enhancement” project. Herein are the additional comments I said I would submit by e-mail and an attached PowerPoint presentation to illustrate the points made below.

The proposed W&OD widening project likely would have little or no impact in alleviating congestion on I-66 or other roadways during rush hour by facilitating alternate modes of transportation. Trail widening is unwarranted in terms of capacity. I walked the proposed project area frequently this winter and spring from my home to either the Ballston Metro or the E. Falls Church Metro station to commute to work before COVID-19. In the colder months, there were a handful of cyclists. As the weather warmed, there were several dozen cyclists during the 40 minutes it took me to walk the two miles to the East Falls Church metro.

Four Mile Run Trail runs parallel (on the south side of Four Mile Run) to the W&OD Trail for most of the length of the proposed widening project. Between the two trails, there was plenty of capacity during my morning commute. I did not observe any congestion. A friend commutes to/from work from his home in Vienna to DC traveling the W&OD Trail. I saw him occasionally near Brandywine Castle [in Madison Manor Park near N. Roosevelt St.] in the morning.

When I asked him about trail capacity, he said it was fine, adding that the main issue was the occasional dog walker who lets the leash out too much. A public education campaign urging walkers to use the Arlington’s Four Mile Run Trail during commuting hours would solve the occasional conflict at a fraction of the cost of widening.

Overall, the project is also questionable even in terms of its stated objectives due to the limitations of the existing conditions on the trail and the alternatives that already exist. The Toledo preliminary concept design notes a couple of pinch points, significantly the Ohio Street Bridge where the trail cannot be widened. It is unclear what the end result would be if the trail were to be widened on either side. This pinch point is the functional equivalent of DC’s bridges, which cause inbound traffic to back up onto I-66. Speeding cyclists would still have to slow down when they reach this section of the W&OD. Expensive and unnecessary widening won’t alter this reality.

Has this proposed project been studied in the context of the extensive on-street bike lanes Arlington has already constructed to facilitate cycling? These bike lanes exist throughout the neighborhoods adjacent to the W&OD Trail, providing alternative routes and additional capacity.

You are probably aware that as of 2016, Arlington’s bicycling network had “50 miles of off-street trails and another 77 miles of on-street facilities such as bicycle lanes, bicycle boulevards and routes.” Certainly, the quantity of on-street bicycle lanes has been increasing since then as roads have been repaved or restriped and new routes built.

The proposed widening’s negative environmental impacts include degraded air quality resulting from the loss of mature trees right next to I-66. This would, in turn, undermine one of the stated purposes for reducing traffic on I-66, i.e., improving air quality in those neighborhoods adjacent to I-66, which bear the brunt of the air pollution.

If the project follows Toledo design’s preliminary concept for the project, it would involve significant destruction of mature trees near the E. Falls Church Metro at the N. Roosevelt St. entrance in the Brandywine Castle hill area to straighten the trail’s curve. The trail widening in effect is the equivalent of creating a neighborhood street—just like we drive on every day—right next to Four Mile Run, adding to runoff and erosion problems (further degrading water quality in a Chesapeake Bay tributary) while also increasing the flood hazard for surrounding communities.

The quantity of off-street bike lanes has increased significantly since then as trails have been repaved or restriped and new routes built. Increased housing developments in the project corridor creating more congestion, project is needed to meet the demand.

This project will significantly impact economic and community development in the Dumfries area.

The Duke Street Trailway is an important project that will advance NVTA’s two overarching goals of reducing congestion and moving the greatest number of people in the most cost-effective manner, while addressing equity, access, safety, and other regional goals. By improving transit service, frequency and reliability between the King Street Metro Station and the planned redevelopment of Landmark Mall, this project will benefit areas of existing high density and lower income, minority and senior populations, while enabling more sustainable development at Landmark Mall. In addition, the project will provide for concurrent safety benefits in a high-crash corridor.All three of these trailways work together to form a paving of connectivity for both the City and region, connecting people to jobs, housing, services and entertainment. Funding for the Duke Street Trailway will allow the City to complete this trailway network and receiving this full funding request for FY24-25 will enable a streamlined design and construction effort for faster implementation and maximum cost-effectiveness.

Again, I would like to thank the Authority for the opportunity to speak on behalf of the City, and this important project. Thank you. Please find attached the text of my public statement this evening, for your records.

Melissa McMahon

*Note: also gave same comment by email*

This project will significantly impact economic and community development in the Dumfries area.

Page 5
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Hearing</td>
<td>5/14/2020</td>
<td>Virginia Douglas</td>
<td>22191</td>
<td>DMR-003</td>
<td>Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)</td>
<td>I-95 traffic overflow adversely affects local commuting, need this project to address severe congestion and crowding.</td>
<td>Yes</td>
</tr>
<tr>
<td>JPS</td>
<td>5/14/2020</td>
<td>Dr. Michael Olichney</td>
<td>22024</td>
<td>DMR-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 234)</td>
<td>It is imperative that VTA approve state funding for the widening of the Virginia State R111 roadway thru the historic town of Dumfries, Virginia’s oldest Chartered Town. The existing R111 Southbound roadway was built in the 1930’s and no longer provides for efficient traffic flow for local, state and interstate commuters. It creates a major bottleneck in traffic flow from the northern industrialized parts and is exacerbated by Interstate 95 traffic jams. This project phase will improve commuter traffic flow, enhance safety, provide timely emergency response and allow inspection activities.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Alberto Liberato</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: I support the Van Buren Extension</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Shannon Bucklund</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: In favor of Van Buren extension. This extension would provide much needed through route from Dale Blvd to Rt 234 and eliminate dangerous traffic that cuts through the Montclair Community. Speeding of vehicles on Waterway has been documented and there have been several Pedestrian mishaps and accidents endangering members of the community.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Daniel Lopez</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: I support the Van Buren Extension</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Samantha Thomas</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: I support the Van Buren extension in Prince William County. This road has been in the works for far too long and the Montclair community has become a highway that should have been avoided years ago. Please move this project forward ASAP.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>David Byrne</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: We are for finishing building this road. The road was already planned before Four Season was created, and other housing in the area. I live in Montclair, Virginia and in the 16 years I have lived here I have seen the traffic increase including speeding increase. Many new neighborhoods are popping up around in Prince William County which also means increasing of population in this County. People will be safer for our county if there are more north south running routes that spread the traffic out rather than routing it all through Montclair. Thank you.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Philip Turner</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Please move forward with the Van Buren extension project. The amount of traffic on Waterway is unmanageable and the non-residents who use it to cut through the neighborhood speed at ridiculous rates. It will be safer for our county if there are more north-south running routes that spread the traffic out rather than routing it all through Montclair. Thank you.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Tracy Hansen</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Please fund the VanBuren roadway design project.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Patric Anderson</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: I am for finishing building this road. This road was already planned before Four Season was created, and other housing in the area. I live in Montclair, Virginia and in the 16 years I have lived here I have seen the traffic increase including speeding increase. Many new neighborhoods are popping up around in Prince William County which also means increasing of population in this County. People will be safer for our county if there are more north-south running routes that spread the traffic out rather than routing it all through Montclair. Thank you. The people in the Four Season neighborhood were aware about this plan about this road was going to be built in the future when they built this neighborhood. We would eliminate some traffic, people speeding, traffic accidents and deaths in Montclair.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Claire Hoagland</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Please agree to work towards Van Buren Road North so people have an alternative to coming down the road I live on — Waterway Drive in Montclair. We have lived on Waterway near the 4 way stop by 4:00 since 1979. The number of cars cutting through our neighborhood has grown exponentially over the years and it is no longer ok to expect this volume of traffic on a neighborhood, residential street. Please find an alternative and build this road. Thank you</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Ted Wiederhold</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Please fund the VanBuren north extension. It is badly needed in our community to alleviate traffic problems. This e-mail was sent from a contact form on the NVTA Website (<a href="https://thenovaauthority.org/contact-us/">https://thenovaauthority.org/contact-us/</a>)</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020</td>
<td>Dawn Wiederhold</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Please fund the VanBuren north extension. It is badly needed in our community to alleviate traffic problems.</td>
<td>Yes</td>
</tr>
<tr>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>-------------------------------</td>
<td>---------</td>
<td>----------------</td>
<td>---------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 23:30</td>
<td>Richard Renfro</td>
<td>22043</td>
<td>CFC-006</td>
<td>Arlington W&amp;OD Trail</td>
<td>It’s my wife and I use Shreve Rd or the path and sidewalks along the road every day. There are several dangerous characteristics that this grant can help mitigate, including pedestrian walkways, path crossings, and sightlines. Please fund this grant so the community can have a safe and enjoyable environment around Shreve Rd. As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 23:27</td>
<td>Daniel Halloran</td>
<td>22001</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I fully support dual trail expansion in all of the metropolitan region, in Arlington, Alexandria, Fairfax, and DC. The W&amp;OD at this point is hampered with traffic, and is becoming quite congested. As we do with our roadways, let us expand the surface transportation capacity, and hope to induce further demand on this and adjoining trails. The ever-increasing demand for transportation alternatives is critical for the resilience of the infrastructure of the region. The ability to travel around the area, quickly, and efficiently, without mandating the use of private automobiles, provides fantastic pressure relief from adjoining roadways and reduces reliance on existing transportation modes. The trail is as crowded now as it ever been, and the overall use of the space has never trended downward. I strongly support making the trail dual use, providing a “passing lane” for high speed cyclists to avoid conflict with casual walking or jogging. Please help ensure this goes through, and afford everyone the opportunities to travel at whatever speed they choose, in much the same way we do with highways and side streets.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 11:24 PM</td>
<td>Ballston-Virginia Square Elect AC</td>
<td>22201</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>My support for dual trail expansion in Arlington by NOVA Parks. I am a regular user of the W&amp;OD trail since I moved to the area in the 1990s. I use it for jogging to get some exercise. I use it to bike to work in Crystal City. I use it for walking to clear my head. It's a great asset but one of its failing is that its loved too much. This heavy use has left it dangerously crowded at times with conflicting mobility modes. So the planned dual trail expansion is desperately needed and would provide some welcomed relief. Thank you, Xavier Halloran</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 13:18</td>
<td>Donna Horlick</td>
<td>22025</td>
<td>PNC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>I have lived in Montclair since 1983 and have watched in concern the increase in traffic and speeding on our roads. We desperately need the Van Buren extension to be completed to alleviate the traffic cutting through Montclair.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 23:10</td>
<td>Cathy McAuley</td>
<td>22025</td>
<td>PNC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Waterway is a residential area – the road has become a major bypass/short cut for many vehicles that are not residents. The volume of traffic has increased and many cars do not heed to the speed limit (35mph in a residential area–25mph in a school zone). This has become dangerous and cars have jumped curbs due to the speeds. There are 2 elementary schools, 2 pre school/daycares, and a recreational park (playground, tennis courts 2 baseball fields) on this road and many residents use the sidewalks for exercise and outings with their families. I do not have exact number but accidents have occurred–let’s not wait for an other accident before things are changed to ease the increased traffic.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 10:58 PM</td>
<td>Beverly Wood</td>
<td>22025</td>
<td>PNC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: I am writing to support the Van Buren North.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 10:58 PM</td>
<td>Joe Andreasen</td>
<td>22025</td>
<td>PNC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Build the Van Buren road and alleviate ALL of the traffic bypassing on Waterway from 234 to Cardinal and ‘Minnieville’.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 22:55</td>
<td>Kaifiaru Michaels</td>
<td>22025</td>
<td>PNC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: I live in Montclair. Drivers are constantly cutting through our community as a “shortcut”. Furthermore, they are FAR exceeding the speed limits set within the community. The area around our Montclair has increased dramatically in the last two decades with very little infrastructure to allow for safe traffic flow. I think a serious accident in Montclair in the near future is a given. There have already been several close calls. Please build the Van Buren extension to help alleviate the crowded streets here and (hopefully) cut down on the speeders. Thank you.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/24/2020 22:53</td>
<td>Marc Kennedy</td>
<td>22025</td>
<td>PNC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Please consider the Van Buren extension in Dumfries to alleviate traffic through Montclair and on Jefferson Davis Blvd</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
NVTA Website 5/24/2020 22:52 Steven Bosch 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Six Year Program Written Comment:
Please approve funding and build the Van Buren bypass/road. This will benefit current and future residents of our expanding communities.
Thank you.
Steven Bosch
Yes

NVTA Website 5/24/2020 22:50 Ronald Porter 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Six Year Program Written Comment:
1) This proposed road will impact our Four Seasons residential community in an extremely negative manner. The high volume of traffic expected to use it will create excessive amounts of noise and auto/truck pollution, adding to the current volume of noise and pollution that is generated by I95 traffic and trucks at the I95 truck weigh station (which is located less than one mile from our community).
2) Further development at the very edge of our community would also allow potential access to our gated, "over 55" community from other businesses or housing communities that would be situated along the road.
3) There is a substantial amount of wildlife that transits the wooded area adjacent to our community. Removing the trees to build a road would impact the wildlife habitat and create more air pollution.
Our suggestion: Consider entry and exit ramps to I-95 at Cardinal, since most of the traffic that transits Benita Fitzgerald is heading to neighborhoods that are adjacent to Cardinal. This would avoid having additional traffic directed toward the perimeter of our Four Seasons community.
Thank you.
Ronald/Roseanna Porter
No

Email 5/24/2020 22:45 Michael L. Roy
NOV-002 Arlington W&OD Trail Enhancements
Six Year Program Written Comment:
Hi, we need this road to be build because traffic on Waterway is getting worse every day! Montclair is a family community with a lot of small children. People that are cutting through the Montclair are always speeding and putting our residents in danger.
Yes

NVTA Website 5/24/2020 22:42 Marcia Griffo 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Six Year Program Written Comment:
It is logical and reasonable and I cannot figure out why PWC did not plan for our traffic two decades ago especially before the new construction along Cardinal Drive and Four Seasons. The traffic NEEDS to go parallel to I-95 through that area to encourage local traffic OFF I-95. We have the worst traffic in the country and without this intervention the traffic along Cardinal and through Montclair will only continue to get worse. DO SOMETHING about this problem NOW SO SEVERELY OVERRUN
Yes

NVTA Website 5/24/2020 22:41 Christine Mansour 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Six Year Program Written Comment:
Good evening, I’m writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. From my experience as a local resident, there simply are not enough North – South local roads. Many new homes are being built each year in PWC; however, there is little infrastructure improvements to accommodate the increased local traffic. This extension is a critical step to alleviate traffic congestion and increase traffic flow.
Yes

NVTA Website 5/24/2020 10:40 PM James Rubocki 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Six Year Program Written Comment:
My family and I live in Montclair. It is extremely dangerous to walk on the sidewalk of Waterway due to the high speed of the through traffic. This is concerning for multiple reasons, the least of which is my children’s lives are at risk simply walking to school at Henderson E.S. The Van Buren extension will go a long way in reducing the traffic along Waterway, and improving pedestrian safety.
Yes

Email 5/24/2020 22:39 Alissa Parady 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Six Year Program Written Comment:
I support dual trails on W&OD in Arlington. This is a common sense way to make trail use safer and more popular.
No
<table>
<thead>
<tr>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| Kortney Mason               | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
I am writing to express my support for the Van Buren extension. It is imperative that this project be completed! Please make it happen! With sincere appreciation, Kortney Mason | Yes     |
| Linda Bull                  | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
My husband and I have been residents of Montclair Va. for the past 30 years. We are in favor of the van buren road extension project. | Yes     |
| Amanda Hopson               | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
Please complete the Van Buren extension. | Yes     |
| Andrea Stevens              | 22046 | YFC-006 | West Falls Church Access to Transit and Multimodal Connectivity          | Note, I just wanted to express my gratitude for your consideration of the West Falls Church Connection to W&OD Trail Project and Downtown Falls Church Multimodal Improvements Project. Our family and many in our community travel the affected routes by foot and bicycle and we believe these projects will greatly improve everyone’s safety. Kind regards, Andrea Stevens | Yes     |
| Sandra Thederman            | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
The Van Buren Extension/NVTA Van Buren Road is vital to this growing area and should have been built years ago, the volume of traffic that is using Waterway, Spriggs and Minnieville is overwhelming, this area would see a huge benefit if there were another road bringing traffic from Dale City and Woodbridge over to 234. The sooner this road is built the better. Thank you for your consideration. | Yes     |
| Trisha Helchinger           | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
Please support the Van Buren extension. | Yes     |
| Susan Hodges                | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
Please support the extension of Van Buren road to Route 234 to alleviate the heavy through traffic in Montclair | Yes     |
| Tom Korns                   | NOV-002 |            | Arlington W&OD Trail Enhancements                                       | I wish to express my support for project number ARL-019: Ballston-MU Metrorail Station West Entrance. This project is Arlington County’s first priority.  
The project will eliminate the need for people to walk about 0.25 miles to reach the existing entrance at the west end of the station when traveling from areas west of the station. As the east entrance is often congested during peak hours, the new entrance will encourage more people to use Metro.  
The project will also enable the County to rezone properties west of the station to accommodate high density development that is accessible to Metro. This will increase Metro's revenues. | Yes     |
| Bernard H. Berme            | XRL-019 |            | Ballston-MU Metrorail Station West Entrance                             | Six Year Program Written Comment:  
I wish to express my support for project number ARL-019: Ballston-MU Metrorail Station West Entrance. This project is Arlington County’s first priority. The project will eliminate the need for people to walk about 0.25 miles to reach the existing entrance at the west end of the station when traveling from areas west of the station. As the east entrance is often congested during peak hours, the new entrance will encourage more people to use Metro. The project will also enable the County to rezone properties west of the station to accommodate high density development that is accessible to Metro. This will increase Metro's revenues. | Yes     |
| Bob Bankey                  | NOV-002 |            | Arlington W&OD Trail Enhancements                                       | Support dual trails in Arlington. Thanks, Bob Bankey | Yes     |
| Christine Barford           | NOV-002 |            | Arlington W&OD Trail Enhancements                                       | Support dual trails in Arlington | Yes     |
| Charlotte Kenkel            | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive                | Six Year Program Written Comment:  
This road is desperately needed in PWC. Everyday the sidewalks along Montclair are full with residents and children. With the increasing number and speed of the impatient commuter drivers along Waterway Dr it is only a matter of time until it leads to a dangerous outcome. There was a recent accident the resulted in death of a pedestrian just one street away on Cardinal Dr. There needs to be an extra road to funnel the heavy traffic and take the burden off Montclair. | Yes     |
| Nicholas Smith              | NOV-002 |            | Arlington W&OD Trail Enhancements                                       | Refs,  
As a DC resident who often works and buys things in Arlington, and who doesn’t own a car, I strongly support widening the W&OD Trail. One thing I’ve noticed is that many trails in the region are crowded during rush hour but also at other times. People make close passes frequently, and the mix of speed of people walking, biking slowly and biking fast cause a lot of conflict. In the Netherlands, the minimum width for a two-way bicycle facility (not including space for people walking which is either on a sidewalk or adjacent path) is 4 m (13 ft), and it is wider where traffic is higher and/or outside of built-up, old city centers with narrow streets. Widening the trail, even if not every segment but just a large portion, will help keep people moving safely, and increase options for people getting around. This was true before the pandemic and even more so now. A strong network of bicycle and pedestrian routes that can accommodate demand will be an asset to Arlington’s and Northern Virginia’s transportation system. Thank you for your support for this project. Nicholas Smith | Yes     |
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/24/2020 10:07 PM</td>
<td>Hillary Alfred</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>To Whom This May Concern, We have lived in Falls Hill for 18 years and the traffic has continued to increase annually. The pressure on Shreve Road is of real concern. The neighborhood, originally built in the late 1950's early 60's, is now on the third generation of families and is much less safe than it was in the for the previous two generations. This is due in part to the sheer number of cars on the road now. In the 1950s families were more likely to only have one car and share, and now many have two or three cars per household. Other contributions to increase traffic are the opening of the West Falls Church Metro (and later the parking garage expansion), higher density housing near the Metro, and all types of retailers. With even more retail and residential plans, the current Shreve Road configuration cannot safely support the residents of Falls Hill. The curves and lack of sufficient traffic calming measures, and monitoring needs to be addressed, before any more accidents take lives of our neighbors. Therefore we write to support The West Falls Church Access to Transit and Multi-modal Connectivity application. Thank you for your consideration, and please do not hesitate to contact us if you have any questions.</td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 21:55</td>
<td>Stiven Foster</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I encourage you to support the bicycle and pedestrian improvement candidate projects included in the FY2020-2025 Six Year Program: NOVA Parks' Arlington W&amp;OD Trail Enhancements and the City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices. NOVA Parks' Arlington W&amp;OD Trail Enhancements: I have been a year-round bicycle commuter from my home in Fairfax County to Washington, D.C. for nearly two decades, and have seen a steady increase in the number of cyclists during that time. The NOVA parks' proposed W&amp;OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington's commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington's transportation network. By providing more room for trail users, in particular the dual paths to separate bicyclists from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today. I understand that a minority of residents have expressed opposition to this project citing environmental concerns. As an environmental scientist, I can say with certainty that it is not possible to predict potential impact of trail until it has been designed. In fact this project provides an opportunity to improve environmental management along this amazing stream valley trail. The design process for the W&amp;OD project will include robust public engagement and an alternatives analysis, and the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region. City of Falls Church's West Falls Church Access to Transit and Multimodal connectivity: Improving the connection between the W&amp;OD Trail and West Falls Church is critically needed and I strongly support this project. My family, and I, regularly travels by bike and on foot into the City of Falls Church to run errands, enjoy restaurants and shops, attend school activities, and for recreation. With the redevelopment planned in West Falls Church and at the metro, this project is needed to truly transform the area into the walkable, bikeable, transit-oriented community envisioned by the City and Fairfax County. By providing a new 10' multi-use path, new street lighting and a crosswalk near Gordon Road, Shreve Road will be safer for all of us. With rising numbers of pedestrian deaths on our region's roads, I urge the NVTA to find ways to fund more projects that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed toward new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles. The COVID-19 pandemic has elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, and other bicycle and pedestrian capacity. This includes redesigning both secondary and primary arterial roads to be complete streets with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).</td>
</tr>
</tbody>
</table>

Support: Yes
I encourage you to support the bicycle and pedestrian improvement candidate projects included in the FY2020-2025 Six Year Program: NOVA Parks' Arlington W&OD Trail Enhancements and the City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices.

NOVA Parks' Arlington W&OD Trail Enhancements

Our project's proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington's commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington's transportation network. By providing more room for trail users, in particular the dual paths to separate bikes from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today.

I understand that a minority of residents have expressed opposition to this project citing environmental concerns. As an environmental scientist, I can say with certainty that it is not possible to predict potential impact of a trail until it has been designed.

In fact this project provides the opportunity to improve environmental management along this amazing stream valley trail. The design process for the W&OD project will include robust public engagement and an analysis of phase I alternatives. The project will be reviewed by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region.

City of Falls Church's West Falls Church Access to Transit and Multimodal Connectivity

Improving the connection between the W&OD Trail and West Falls Church is critically needed and I strongly support this project. It provides more room for trail users, addresses safety concerns and enhances the transportation network. By providing a new 10' multi-use path, new street lighting and a crosswalk this project is needed to truly transform the area into the walkable, bikeable, transit-oriented community envisioned by the City and Fairfax County. By providing a new 10' multi-use path, new street lighting and a crosswalk near Gordon Road, Shene Road will be safer for all of us.

With rising numbers of pedestrian deaths on our region’s roads, I urge the NVTA to find ways to fund more programs that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed towards new infrastructure intended to improve safety of non-motorized road users and enhance mobility by means other than privately owned vehicles.

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

Email 5/24/2020 21:55

I am writing in support of the expansion of the W&OD Trail. The W&OD is an important resource in our community. However, it is too crowded to safely use on the weekends and evenings with walkers and bike riders.

The W&OD is a wonderful local resource but absolutely needs to be expanded to accommodate the large number of cyclists and pedestrians that desire to use the trail.

Email 5/24/2020 21:41

I am writing in support of the expansion of the W&OD Trail. The W&OD is an important resource in our community. However, in the middle of the week it is too crowded to safely use on the weekends and evenings. Now, it is too crowded all of the time and that does not take into consideration that many people, myself included, are avoiding the trail since COVID. The W&OD is a wonderful local resource but absolutely needs to be expanded to accommodate the large number of cyclists and pedestrians that desire to use the trail.

Email 5/24/2020 21:40

I am writing in support of the separation of bicycles and walkers.

Thank you,
Frank McPartland
Arlington, VA

Dear NVTA Members,

I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. Thank you,

Frank McPartland
Arlington, VA

Email 5/24/2020 9:25 PM

Adding additional lanes to the W&OD Trail will encourage commuting, errand-running, and exercising via bike and foot. The community and environmental benefits vastly outweigh any negative externalities of construction.

Email 5/24/2020 10:58

I support dual trails in Arlington. Yes

Email 5/24/2020 20:53

Support dual trails in Arlington.
Please find the attached letter of support for project funding for the Ballston Metro West Entrance (Application ARL-019) from the Ballston-Virginia Square Civic Association.

Email 5/24/2020 8:50 PM
Barclay Virginia Square Civic Association via Collier Cook
ARL-019 Ballston-MU Metrorail Station West Entrance
Please find the attached letter of support for project funding for the Ballston Metro West Entrance (Application ARL-019) from the Ballston-Virginia Square Civic Association.

Thank you,
Collier Cook
President, Ballston-Virginia Square Civic Association

Email 5/24/2020 20:46
Josh Gorman
NOV-002 Arlington W&OD Trail Enhancements
I support dual trails in Arlington.

Email 5/24/2020 20:33
Amanda Reynolds
CFC-006 West Falls Church Access to Transit and Multimodal Connectivity
I am a resident in the Shreve Road community. I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and cyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Email 5/24/2020 20:29
Russ Adams
NOV-002 Arlington W&OD Trail Enhancements
I am a resident of Arlington County. I fully support the widening of the trail.

Email 5/24/2020 20:06
Amy Allen
NOV-002 Arlington W&OD Trail Enhancements
I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers on the W&OD trail. I have been a resident of Arlington County for 22 years and use the trail at least three to four days per week as a cyclist and runner.

I am hopeful you will support this project as it improves transportation in our region without increasing carbon emissions. Our trails are a unique and highly-valued resource for country residents and should be maintained and expanded when needed to meet the needs of our residents.

Thank you,
Amy Allen
Arlington, VA

Email 5/24/2020 8:05 PM
Barbara Favola
NOV-002 Arlington W&OD Trail Enhancements
If it is possible, please consider separating bikers from walkers/runners on the W&OD trail.

Thank you for considering this.)))

Email 5/24/2020 8:05 PM
Elaine Furlow
NOV-002 Arlington W&OD Trail Enhancements
I have used the W&OD Trail in Arlington for many years. As a walker, I know this trail would be much safer and more enjoyable if it were separated for walkers/joggers and for bicyclists.

I believe that with careful planning and oversight, the expansion can be done without undue environmental impact. The resulting improved trail would be a public benefit both in transportation and in health/safety.

Thank you for your consideration.

Email 5/24/2020 19:57
Liane Paulson
CFC-006 West Falls Church Access to Transit and Multimodal Connectivity
I am a resident of the Falls Hill neighborhood off of Shreve Road and near the planned development at George Mason High School and West Falls Church. I am concerned that as development progresses our neighborhood is not forgotten. It is currently fairly difficult to walk just to the Giant because of traffic. I understand there is consideration for funding to widen the path along Shreve Road which will improve our access to the metro and the new development.

Six Year Program Written Comment:
No

NVTA Website 5/24/2020 19:56
Amrit Ahluwalia
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
On Year Program Written Comment:
I do not agree to the extension of Van Buren St. People drive waaayy too fast on Benita Fitzgerald. If that street cannot be monitored, how do we expect that to occur with an extension? I drive 40 and 25 when the lights flash. I am always having cars pass me going much faster and yes, even during the 25 zone when school was in session. It is disheartening to see that people do not slow down for a school.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

NVTA Website 5/24/2020 19:49
Jennifer Brown
NOV-002 Arlington W&OD Trail Enhancements
Six Year Program Written Comment:
I am writing in support of the project to widen the W&OD trail and provide separate facilities for pedestrians and cyclists. It would make the trail a safer place for both pedestrians and cyclists and make a positive contribution to the environment by encouraging alternative modes of travel.

Thank you,
Jennifer Brown

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
Dear Sir/Madam,

Email 5/24/2020 19:45  Greg Moore 22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

There are two fundamental reasons I'm asking for your support towards improving and transforming Shreve Road: safety and community integration.

My family's rear yard faces Shrevewood Elementary School, where my boys both attend but we can not even cross Shreve Road! It's busy and dangerous. This "road" is integral to changing to a pedestrian orientation community, which includes connecting to the West Falls Church multimodal center. The vehicular cut-through priority or "sub‐artrial" classification will only limit the overall integration of a transit and pedestrian priority. After the tragic loss of a community member walking with her granddaughter along Shreve Rd, there is definite action needed.

I'm also an architect and developer. Our company is focusing on West Falls Church neighborhoods right now and I can tell you this will pay off in tax investment as more families are looking for safe, good schools, and multimodal streets connecting to transit, whether Metro or future bus rapid transit. Take a look at the neighborhood that Shreve Road serves, as we have spent many hours doing.

If it was designed not as a edge or "fracture" (Kevin Lynch) but more as a connective fabric to interconnect all the neighborhoods (Falls Hill, Poplar Height, Westwood) then it would focus toward a center. West Falls Church, then we can build towards a safer, human‐centered community!

Please support the grant, my kids are depending on it!

Six Year Program Written Comment: Yes

NVTA Website 5/24/2020 19:42  Rebecca Swain 22025 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

An additional route from 234 to Dale Boulevard is greatly needed. People speed through Montclair on Waterway to get from Dale to 234, and it puts a lot of young families in danger. Recently, there was also an accident on Cardinal of an individual cutting through and that individual killed a woman walking her dog. This additional route is absolutely necessary to protect our families and young kids in our quiet community.

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact‐us/)

Six Year Program Written Comment: Yes

NVTA Website 5/24/2020 19:40  Yvette White 22003 NOV‐002 Arlington W&OD Trail Enhancements

Not only do people use it for recreation, a large number of us regional residents, such as myself, use it as a bicycling transportation pathway when traveling from one destination to another. As you know, bicycle travel (as well as other forms of active transportation that include rolling or walking) has enormous environmental benefits. Encouraging more area residents to bike the W&OD instead of drive to their destination decreases air pollution, decreases sound pollution, increases health outcomes and decreases road maintenance.

For these reasons, I support the draŌ resolution and moving forward with widening the W&OD Trail in Arlington.

Sincerely,
Yvette White

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact‐us/)

Six Year Program Written Comment: Yes

NVTA Website 5/24/2020 19:26  Nicole Smith 22193 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Hello. I am writing to express my concern regarding the NVTA Van Buren Road North Extension Project.

I am concerned about the safety in my neighborhood, Cardinal Grove, if the project is to be carried out. With so many cars and trucks that will be passing through the neighborhood, there’s no guarantee that the children who play outside and at the park near Van Buren Road, as well as the people who walk/run, will be safe.

I am also afraid for the children of the neighborhood who catch the bus near Van Buren road inside Cardinal Grove; I am afraid that the cars and trucks passing through the neighborhood will not obey the stop signs and traffic laws regarding school buses and that the children will get hurt as a result.

In addition, our neighborhood, Cardinal Grove, is a safe and quiet neighborhood. If the project is carried out, then these qualities will be affected tremendously due to all of the traffic coming through.

It is due to these concerns that I hope you will reconsider the Van Buren North Road Extension Project so that it’s not carried out. Thank you for taking the time to read my concerns about the project.

Have a nice day,

Nicole

Six Year Program Written Comment: No

NVTA Website 5/24/2020 19:21  NWI Swain 22015 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

In favor of the Van Buren Road North Extension: Route 234 to Cardinal Drive due to the traffic that is generated on Waterway Drive and subsequently Cardinal Drive to reach Benita Fitzgerald Dr. The easement for this road and plan are already in place but a few loud comments from a new neighborhood is not allowing traffic to flow freely and continue development in this area. The fatality on May 1 on Cardinal Drive should be proof enough that we require a more direct route from 234 to Cardinal Dr and subsequently Dale Blvd instead of routing this high traffic through neighborhoods and areas where pedestrians (especially young families) are present. How can Four Seasons complain about road noise and etc when I‐95 is less than 1000 feet from them? There will be adequate space between Van Buren and their backyards to support a new road that will save lives and allow traffic to not congest neighborhoods unnecessarily.

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact‐us/)

Six Year Program Written Comment: Yes

NVTA Website 5/24/2020 19:20  David Waggoner 22003 NOV‐002 Arlington W&OD Trail Enhancements

We need to widen the W&OD. I use it to commute on my bike every day. I don’t drive into Arlington 95% of the time. It’s too crowded for commuters, dog walkers, and joggers. Did you ever notice how drivers always get their highways widened and never complain one bit about the environmental costs, yet will turn against a trail widening in the name of the environment? Why is that.

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact‐us/)

Six Year Program Written Comment: Yes
Six Year Program Written Comment:

I write in opposition to the funding of the NOVA parks proposal to widen "Arlington Trail". At least without a great deal more public input and environmental study. I am in favor of providing both pedestrian paths and bicycle lanes in general. As someone who has lived less than a quarter mile from the W&OD trail for over 30 years I have been on it and in the parks through which it runs too often to count. I have seen trail usage go up and down and there needs to be some accommodation for increased traffic, but this proposal does not appear to consider the environmental problems a 20 foot wide trail would cause.

First, the proposal indicates there is a current 12 foot wide trail. That is not accurate. There may be places where the trail is that wide, but that is not true for most of the stretch they are proposing to widen. The segment of trail in FC that they are widening is much different from the Arlington Trail. The overall FC right‐of‐way is much wider with far fewer mature trees. In addition the Arlington segment's positioning next to 4 Mile Run means additional concerns. It is already a stream with pollution issues. Adding more impervious surfaces will only worsen the impact of storm run‐off. We are in a climate crisis and need all the tools possible to mitigate the impact. Taking down mature trees in parkland would seem to be the last thing we should be doing. Yes, bicycles need space and walkers need both protected, but people commuting on bikes don't use the trail as the same time as most recreational users. Courtesy goes a long way and high speed bike traffic in a park area with playgrounds, sports fields, bird watchers, etc. is unsafe and on Arlington Trail, unnecessary. So why go from 6‐8 feet to 20. Improve the quality of the current trail, post signs on etiquette, and depend on the users to be good citizens. Fund an environmental study, but don't approve the project funds until the results are available and the public has had a chance to speak. After all is our tax money that will be used.

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Email 5/24/2020 18:33 Susan Stillman NOV‐002 Arlington W&OD Trail Enhancements

In defense of a safe, accessible and attractive trail that is wide enough to accommodate the growing demand for trail travel. In its current state, the Arlington segment of the W&OD Trail is not architecturally beautiful, nor is it safe. For the bicycle riders and the joggers, it is not safe. The Arlington segment needs to be widened to allow for more bike lanes and more pedestrian space. This is an example of the need for localities to act to provide a safe, attractive and accessible trail that is worthy of the multi‐millions of dollars that are being spent on regional transportation projects.

I frequently ride along the W&OD Trail from Vienna to Arlington. Many people who use the trail, including myself, have been dealing with the crowded conditions for years. The trail is too narrow, and the current project will make it safer and more attractive. It is an excellent example of how local and regional planning can result in a project that is both safe and pleasant to use. It will improve the quality of life for many people who use the trail regularly.

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Email 5/24/2020 18:22 Sonya Breehey NOV‐002 Arlington W&OD Trail Enhancements

I write to express support for two bicycle and pedestrian improvement candidate projects included in the Northern Virginia Transportation Authority’s (NVTA’s) FY2020-2025 Six Year Program: NOVA Parks’ Arlington W&OD Trail Enhancements and the City of Falls Church’s West Falls Church Access to Transit and Multimodal Connectivity. These projects can help reduce traffic congestion, promote environmental sustainability and provide significant regional active transportation choices.

NOVA Parks’ Arlington W&OD Trail Enhancements

My family and I use this segment of the W&OD Trail often when we ride to work in D.C., to restaurants and shops in Arlington, and for recreation along Four Mile Run. The separation from cars on this segment, along with snow clearing in the winter, makes it one of the most attractive places to bike and walk in the region. NOVA parks’ proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well‐used section of the trail enabling even more people to get around without a car. Consistent with Arlington’s commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington’s transportation network. By providing more room for trail users, in particular the dual paths to separate bicyclists from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today.

I recognize that a vocal minority of Arlingtonians oppose this project citing environmental concerns. It is important to note that NOVA Parks has not undertaken trail design yet and when they do will fully consider potential environmental impacts and needed mitigations to alleviate concerns. This is actually an opportunity to provide improved environmental management along this loved stream safety trail. A similar proposal along the trail in Falls Church is improving stormwater management not only by mitigating the width of the trail but also by the existing project, which was built before stormwater requirements. The design process for the Arlington W&OD project will include robust public engagement and an alternatives analysis, and the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority and still provide an environmentally friendly, sustainable transportation option for the region.

City of Falls Church’s West Falls Church Access to Transit and Multimodal Connectivity

Improving the connection between the W&OD Trail and West Falls Church is critically needed and I strongly support this project. My family regularly travels by bike and on foot into the City of Falls Church to run errands, enjoy restaurants and shops, attend school activities, and for recreation. It broke my heart when I learned of a mother who was struck and killed walking along Shreve Rd. with her son in ice cream after an afternoon at the pool. We can design our streets and trails to be safer and this project will do that.

With the redevelopment planned in West Falls Church and at the metro, this project is needed to truly transform the area into the walkable, bikeable, transit oriented community envisioned by the City and Fairfax County. By providing a new 10’ multi‐use path, new street lighting and crosswalks on Gordon Road, Shreve Road will be safer for all of us. With rising numbers of pedestrian deaths on our region’s roads, I urge the NVTA to find ways to fund more projects that enhance bicycle and pedestrian safety and mobility. Specifically, I request that NVTA set benchmarks for 20% or more of localities requested funding to be directed toward new infrastructure intended to improve safety of non‐motorized road users and enhance mobility by means other than privately owned vehicles. The COVID‐19 pandemic has elevated alternative modes of transportation and demonstrated the necessity of upgrading sidewalks, trails, other bicycle and pedestrian capacity. This includes redesigning both secondary and primary arterial streets to be complete streets with protected bicycle facilities, wider sidewalks, green infrastructure, native shade trees, safer and more frequent pedestrian crossings, and lower design speeds (35 mph for arterials and 20 mph for residential roads).
Transit and Multimodal Connectivity

NOVA Parks' Arlington W&OD Trail Enhancements

My family and I use this segment of the W&OD Trail often when we ride to work in D.C., to restaurants and shops in Arlington, and for recreation along Four Mile Run. The separation from cars on this segment, along with snow clearing in the winter, makes it one of the most attractive places to bike and walk in region. NOVA parks' proposed W&OD Trail enhancements will provide much needed improvements to a very successful and well-used section of the trail enabling even more people to get around without a car. Consistent with Arlington’s commitment to Vision Zero, enhancing the trail will improve safety on this important part of Arlington’s transportation network. By providing more room for trail users, in particular the dual paths to separate bikers from pedestrians, the trail enhancements will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion and safety concerns experienced on the trail today.

I recognize that a vocal minority of Arlingtonians oppose this project citing environmental concerns. It is important to note that NOVA Parks has not undertaken trail design yet and when they do will likely consider potential environmental impacts and needed mitigations for such concerns. This is actually an opportunity to provide improved environmental management along this loved stream valley trail. A similar project along the trail in Falls Church is improving stormwater management by not only mitigating the new width of the trail but also the existing trail, which was built before

Page 15
From Route 235 North to Route 235 South

I'd also encourage the County to consider widening the Mount Vernon trail. I use this trail daily to get to work (I work in Arlington) and it's crowded (especially during rush hour). I struggle to maintain appropriate distance from people biking and especially walking.

Email 5/24/2020 17:50 NVT Alliance via Jason Stanford

Yes

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

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia's three most populated localities.

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

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

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

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

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

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

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

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

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosstrail Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.
We recognize that working through a generational crisis makes this a difficult time for policymakers. However, we believe that these challenging times and ensuring the strongest recovery possible make the focus on projects of greatest regional significance more important than ever.

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosspoint Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

I would like to comment in support of the following three projects. Please fund and complete these as soon as possible:

- W&OD trail enhancement in Arlington
- Pedestrian connection from Crystal City to the airport
- Multimodal improvements in Rosslyn

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosspoint Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

I would like to comment in support of the following three projects. Please fund and complete these as soon as possible:

- W&OD trail enhancement in Arlington
- Pedestrian connection from Crystal City to the airport
- Multimodal improvements in Rosslyn

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosspoint Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

I would like to comment in support of the following three projects. Please fund and complete these as soon as possible:

- W&OD trail enhancement in Arlington
- Pedestrian connection from Crystal City to the airport
- Multimodal improvements in Rosslyn

To that end, we urge you to prioritize projects that improve regional North-South connectivity. Those include $37.4 million to widen the Fairfax County Parkway, $50 million for the Route 28 bypass, $55.9 million for the widening of Evergreen Mills Road, Belmont Ridge Road, and Braddock Road, and $36.7 million for the extension of Crosspoint Blvd. These projects will relieve congestion and improve connectivity between Northern Virginia’s three most populated localities.

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

On behalf of the Arlington County Urban Forestry Commission (UCF), that opposed the proposed trail widening along Four Mile Run in Arlington County in comments before the County Board last fall, I wish to share these comments with you, since the reasons for our strong opposition remain valid:

NOVAPARKS W&OD Trail Widening Resolution

On November 19, 2019, County Board Meeting

Phil Klingelhofer, Chair of the Urban Forestry Commission

On behalf of the UCF, I request that consideration of the Novaparks W&OD Trail Widening Resolution be postponed until after information on this proposal has been shared with the public and then fully discussed by the community and the Board, because of the potentially substantial impact it will have on the park.

The Urban Forestry Commission, and other commissions, should have an opportunity to review the proposal before it is discussed by the Board so we can have time to make informed recommendations, as is our charge. This may delay the process, but would allow various citizens and groups to review the substance of what is being proposed.

The UCF has not had the opportunity to formally discuss this proposal in depth or even learn the details, since this west first announced as a County Board meeting consent item just over a week ago, as our November meeting is scheduled for Thursday, but there are several substantive concerns raised by commissioners individually.

The proposed widening and splitting of the trail is substantially greater than any recent plans we have seen, even though the specific plans have not been shared. Such a transformation and broadening of the trail would potentially change the character of those areas, allowing transportation paths to dominate the park space as opposed to being a component of the park space. It is, in fact, putting a multi-modal highway for bikers right through the middle of a park.

Undoubtedly, the construction process and a significantly wider trail will have some impact on trees and other desirable vegetation. Has this been quantified, especially with regards to mature trees along the trail? How many existing trees will be impacted, and especially how many larger trees, say over 12" DBH (Diameter at Breast Height), will potentially be killed by project?

There are also other environmental impacts that should be considered, including a significant increase in impervious surface from new pavement immediately adjacent to Four Mile Run and soil compaction due to the construction process. Is there a plan for planting new trees along the route, to help capture the storm water that the additional paved surface will direct towards Four Mile Run, and in those areas where trees cannot be planted, will native natives and other new plantings be used? No such plans have been reported publicly thus far.

Another concern has to do with the proposed future public engagement that is noted in the manager's report. If the resolution will essentially approve of the intent and funding for these transportation changes then I am not sure what that public engagement would accomplish, and I fear it would be seen in a cynical light if the major decisions have already been made. If the Board feels the need to approve the resolution now then we would urge the following be included:

Require a survey of existing trees and other natural resources and identify those likely to be damaged or removed as a result of construction.

Rod Fulp

Page 18
Thank you. As a property owner with significant holdings in Crystal City and Pentagon City, I am writing to support funding for two critical projects that will have a transformative impact on the connectivity, mobility, and economic competitiveness of the entire region: the CC2DCA Intermodal Connector (ARL-014) and the VRE Crystal City Station Improvements (VRE-011).

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

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

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

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

Karen L. Keys
Arlington Families for Safe Streets

I am an Arlington resident and business owner and I support the dual trail expansion in Arlington. I am a regular user of the bike path (I ride almost every day for an hour or more) and notice an increase in use and I notice that serious bikers ride fast and that conflicts with pedestrians, some who have children. Fast bikers do not like to slow down and pedestrians are not always mindful. More space for everyone and better use and safer too. Thank you. Karen Keys

Karen L. Keys
Arlington Families for Safe Streets

With the advent of COVID-19 and changes in lifestyle forced on so many residents in our community, the freedom from vehicle traffic has led to congestion on the trails. More people are now using the trail than it was originally designed for years ago. Arlington should be excited by the number of people using the trails to get around Arlington without cars because it is improving their health and further advance our sense of community. Congestion on the trail is particularly dangerous for children, novice bike riders and pedestrians. The congestion makes many potential users feel uncomfortable on the trail. When people are uncomfortable on the trail, they choose other ways to get to their destinations, which often means driving on our neighborhood streets and I-66.

Widening the trail will reduce congestion on I-66 and other streets in Northern Virginia. This congestion comes at an affordable price. We support the analysis from your staff that this project would have significant Congestion Reduction Relative to Cost. In addition, widening the trail will allow more people to get around without a car, which will reduce emissions and demand for asphalt elsewhere in the County. In other words, widening the trail will have environmental benefits. Consistent with Arlington’s commitment to Vision Zero, widening the trail will improve the safety on this important part of Arlington’s transportation network. Widening the trail will make it more accessible to children & adult cyclists, pedestrians, people with mobility issues, and other users who are returning from using the trails because of the congestion today.

Funding this project is an early step in a process that has environmental safeguards built in, which will both minimize the environmental burden and ensure that the congestion mitigation and other benefits outweigh any impact. If the trail is not widened, Arlington will need to rethink the bike routes envisioned in the Bicycle Element of the Master Transportation Plan and will need to find more space on roads for safe and comfortable bike infrastructure. This process would involve difficult trade-offs, like reallocating space currently used for parking or travel lanes, or even widening roads. Importantly, this alternative would be far more expensive than the current project to widen a trail. Approving this resolution is fiscally responsible.
Dear Greg,

I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding:

FFX-098: Richmond Highway BRT

DMF-003: Widen/Relocate Route 1, Brady’s Hill Road to Dumfries Road (VA-234)

However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its request is more than a quarter of the available funds for FY 2020-2025:

FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M)

LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M)

Should the NFTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule.

Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.

Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule.

Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.

I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding:

FFX-098: Richmond Highway BRT

DMF-003: Widen/Relocate Route 1, Brady’s Hill Road to Dumfries Road (VA-234)

However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its request is more than a quarter of the available funds for FY 2020-2025:

FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M)

LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M)

Should the NFTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule.

Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.

I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding:

FFX-098: Richmond Highway BRT

DMF-003: Widen/Relocate Route 1, Brady’s Hill Road to Dumfries Road (VA-234)

However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its request is more than a quarter of the available funds for FY 2020-2025:

FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M)

LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M)

Should the NFTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule.

Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Thank you,

Fred Hussain

---

NVTA Website

I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding:

FFX-098: Richmond Highway BRT

DMF-003: Widen/Relocate Route 1, Brady’s Hill Road to Dumfries Road (VA-234)

However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its request is more than a quarter of the available funds for FY 2020-2025:

FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M)

LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M)

Should the NFTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule.

Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Thank you,

Fred Hussain
NVTA Website 5/24/2020 15:41 Fred Hussain

Six Year Program Written Comments:

I previously sent my comments through State Senator Scott Surovell regarding two candidate projects that I support funding:

FFX-016: Richmond Highway BRT

However, while I support the following two candidate projects, I am expressing concern to the price tag of each project since its requesting more than a quarter of the available funds for FY 2020-2025:

FFX-008: Richmond Highway Widening from VA-235 North to VA-235 South ($183.7M)

LEE-008: Interchange Improvements at U.S. 15 Leesburg Bypass and Edwards Ferry Road ($116.6M)

Should the NVTA believe these two projects are of immediate need and ready to acquire funding, I ask that the Authority collaborate with VDOT to expedite the process and seek approval for funding from the Commonwealth Transportation Board to ensure each project is completed on schedule.

Apart from my support of the projects in Fairfax County and the Town of Dumfries, the remainder of the funding allocated for FY 2020-2025 should focus on improving key intersection projects, shorter highway widening projects (e.g. FFX-112: Rolling Road Widening) and increasing mobility through enhanced trails and substantial transit improvements (e.g. ALX-014: Alexandria Duke Street Transitway). These projects, I believe, would maximize the use of funding and make continuous improvements over the course of this fiscal year.

Email 5/24/2020 1:27 PM John Wanda

I am a regular user of the W & O trail. I walk the trail, and have walked all the way from my home in Arlington all the way to American Dream Way in Reston and back in one day, a total distance of 30 miles. It shows how much I like it. I support the the suggested split for bikers and walkers/runners. As a walker, I am often intimidated and alarmed by kickers who come behind me, often honking loudly, basically frightening me off the trail. The bikers are often aggressive and even when there is no one else in sight, they do honk too loudly and unnecessarily, even when one is keeping on the very edge of the trail. A separate lane for them will do the walkers/runners a lot of good...

Email 5/24/2020 15:17 Ellen Mugg

To NoVA Authority,

I DEFINITELY support dual trails on the W&OD—I use the trail every single day for biking and walking — Ellen Mugg

Email 5/24/2020 14:37 Katharyn Bine

Six Year Program Written Comment:

I’ve been an avid cyclist over the years and I know the section between Roosevelt Street and North Carlin Springs Road pretty well. It can become congested. Pedestrian and cyclist traffic can lead to speed difference issues. May I suggest signage that indicates Pedestrians Have Right of Way, and to Stay Right. Yes, it stinks when I’m in a flow state and there’s a family ahead that is taking up the entire trail… but I also know that children, particularly children on bicycles or tricycles, are unpredictable. They are also a lot of fun to watch. It might also help to add signage for Bike Friendly Streets, where cyclists share a street with motor vehicle traffic but also can travel at top speed. These alternatives would be a lot cheaper and more appealing than paving more of the green space and permeable ground.

Thank you for considering these alternatives.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Email 5/24/2020 14:33 Paul McMahon

I'm an email in support of the subject - providing separated paths for bikers and walkers/runners of sufficient width to accommodate current and future users.

Email 5/24/2020 2:22 PM Thomas Girard

I would be interested in expanding the trails in Arlington, VA so we had more distance on the bike trails. With the pandemic (and without the availability of the high school tracks) it is important to make changes to the trail for cyclists, walkers and runners.

I would be interested in additional enforcement of existing rules pertaining to speeding cyclists. As a triathlon cyclist myself I see too many cyclists riding too fast and not stopping for stop signs as well.

By the way, what is the timeline for completion of the bridge over Lee Highway on the bike trail at the Arlington/Falls Church border?

Email 5/24/2020 2:12 PM Frank O'Leary

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

Page 22
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/24/2020 13:18</td>
<td>Lisa Mackem</td>
<td>46012</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am writing in support of the proposal to widen the W&amp;OD Trail in Arlington, as part of the Arlington Master Transportation Plan and Public Spaces Master Plan. I understand that the NOVA Parks wants to widen the W&amp;OD trail and separate people walking and biking where possible, between North Chapel Road and North Roosevelt Street, where it would connect with current projects to widen the Four Mile Run Trail. I support this plan because I believe it is important for the community. The trail is currently congested and not safe for cyclists and pedestrians. I encourage more support for this project to make it safer for everyone.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 1:30 PM</td>
<td>Stephen Eid</td>
<td>22025</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>As a frequent user of the W&amp;OD Trail, I fully support your plans to improve and expand the W&amp;OD Trail in Arlington.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 13:32</td>
<td>Mark Hayes</td>
<td>22203</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>The proposed widening of the W&amp;OD Trail in Arlington would be a serious mistake for the following reasons: 1. Although the W&amp;OD trail is used by some as a commuter route, it is used by the vast majority of people as a park and green space. More than doubling the surface area of the existing pavement will fundamentally change the character of the park, decrease the tree canopy, make it hotter in the summer and increase the runoff into the Four Mile Run, a stream that is already under stress. 2. As many have pointed out, the existing situation is unsafe due to inadequate lighting and the apparent assumption by some that the trail is effectively a high-speed commuter route. The project would not have much impact on natural habitat. Similar work shows that this project will likely improve the park's stormwater performance. In a project on the W&amp;OD Trail in Falls Church, which included widening it, NOVA Parks said that it made the land hold more stormwater by including new planting features. While the wider trail can help both residents and the environment, it will not be as safe for pedestrians and cyclists.</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 1:09 PM</td>
<td>Paul &amp; Guy Ginsburg</td>
<td>46012</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear Members of NVTA, 1. The proposed widening of the W&amp;OD Trail in Arlington would be a serious mistake for the following reasons: 1. Although the W&amp;OD trail is used by some as a commuter route, it is used by the vast majority of people as a park and green space. More than doubling the surface area of the existing pavement will fundamentally change the character of the park, decrease the tree canopy, make it hotter in the summer and increase the runoff into the Four Mile Run, a stream that is already under stress. 2. As many have pointed out, the existing situation is unsafe due to inadequate lighting and the apparent assumption by some that the trail is effectively a high-speed commuter route. The project would not have much impact on natural habitat. Similar work shows that this project will likely improve the park's stormwater performance. In a project on the W&amp;OD Trail in Falls Church, which included widening it, NOVA Parks said that it made the land hold more stormwater by including new planting features. While the wider trail can help both residents and the environment, it will not be as safe for pedestrians and cyclists. Please do not do not widen this trail. Fix the misuse of the existing trail instead. Thank you.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 13:06</td>
<td>Beverly Houston</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Safety on Waterway, which runs through the subdivision of Montclair, should be a priority in order to relieve the heavy, unsafe traffic that occurs constantly every day on Waterway. Commuters consistently come off I-95 and speed through Montclair using Waterway as a pass through to Hwy 234. PWC police sporadically staff a car with radar, but have said they do not have the manpower to provide the much needed, regular monitoring, even during commuter hours. This project was on the books for years before the Four Seasons community was built and, if I understand correctly, the builder illegally built on an easement. The residents of Montclair should not have to suffer a continuing unsafe condition by not funding the extremely important, long-time on-the-books two-mile bypass road.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020 13:02</td>
<td>Barry Buschow</td>
<td>27110</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Comments supporting the dual trail application in Arlington County. There was a reason the W&amp;OD Regional Park was established in 1974. Growing demand for recreational and transportation needs in the growing communities of NVA. At times marches on and populations continue to trend upwards, that need grows ever more important. The success of the W&amp;OD to fill those needs grows with the population. From commuting to personal fulfillment, the W&amp;OD must grow also but now with more modern environmental capabilities such as storm water management and clean air by taking cars off our congested highways. The construction of bridges over our busy highways is one sign of the need to keep people safe as they do commute and recreate. With NVTA grant money planning and design can move forward and with that the public input so dear to “the Arlington Way”. I urge NVTA to award this funding to NOVA Parks so we can be ready for the future. Thanks for your consideration of this application. Barry Buschow</td>
<td>Yes</td>
</tr>
</tbody>
</table>

This e-mail was sent from a contact on the NVTA Website (https://thenovaauthority.org/contact-us/)
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/24/2020 1:02 PM</td>
<td>William Ross</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA Members – This is a note coming from myself, serving as a member of the Arlington Park and Recreation Commission (PRC). Because of the suspension of regular meeting procedures, the commission has not been able to meet formally on this topic. You have received and will receive other individual comments from fellow PRC members. Below is the substance of a note that I sent to the Arlington County Board last November when it was deliberating on support for moving the project forward: “…The potential widening and splitting of trails is substantially greater than any recent plans we have seen to widen trails from say, 8 ft. to 10 ft. In my view, such widening and splitting would potentially change the nature of these areas, allowing transportation paths to dominate the park space as opposed to being a component of the park space. It has been pointed out that for a majority of the proposed path length, there are already two paths that run along Four Mile Run—paths that can accommodate bicycles and pedestrians separately. There are also the environmental impacts that should be considered. And some of us who have used these paths extensively for commuting and recreation for years are not convinced about the choke points and level of service issues raised by the proposal. There are safety and speed issues, but I am not so sure about how creating wider, smoother bicycle paths will help with these. In any case, these are all issues that we would like to hear.…” I would like to emphasize our general concern that the project is overwhelmingly about efficient transportation at the probable cost of other public park functions such as natural resource enhancement and environmental sustenance. This project is to move forward if there are no negative impacts on the regulatory, environmental, and fiscal fronts. The area proposed for trail improvement includes locations where erosion threatened to destabilize and undermine the trail.”……………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………………</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 12:43</td>
<td>Dylan Hrncir</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA Members: I am a retired Army veteran living now in Northern Virginia, and would like to express my sincere support for the Arlington W&amp;OD Trail Enhancements, sponsored by NOVA Parks. I am not sure if there’s a more formal way to express how much the W&amp;OD have helped my family and I transition to a new area, but this is an excellent resource and the proposed enhancements will simply help to improve our community and our way of life. Thank you for your time.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 12:42 PM</td>
<td>Jody Olson</td>
<td>22204</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA Members: I am writing in strong opposition to the proposed trail widening along Four Mile Run in Arlington County. The proposed widening would fundamentally alter the nature of one of our premier linear parks in Arlington to the biking equivalent of a highway. The proposal to widen the trail would result in a significant amount of tree loss along a sensitive stream valley, and would add a huge amount of additional asphalt and impervious surface. Characterizing this project as primarily an element of the transportation network, without taking into consideration the way the vast majority of Arlington residents view and use this trail as a park, is completely contrary to important environmental concerns and to the community feedback prioritizing our limited natural areas that we heard as part of the recent update of the Public Spaces Master Plan. Likewise, for a significant portion of the proposed widening, there already exist two trails on either side of Four Mile Run. I am especially concerned that the Arlington County representatives on the NOVA Parks Board may not be fully representing the range of views held by Arlington residents. When this issue came up last fall, the Arlington County Board emphasized that there would be a full and transparent planning process before any actions were taken. Continuing to push forward on this application when such an open and transparent process is hobbled by the meeting restrictions from the Covid-19 pandemic does a tremendous disservice to the community. Moving forward on this application undermines the credibility of the NOVA Parks Board and makes a mockery of the promised public engagement process.</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 12:37 PM</td>
<td>Mary Davis-Williams</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Dear Sir/Madame, As a long-time resident of the Four Seasons community, I strongly disagree with the Van Buren Road North project. The residents purchased homes in this all adult community for the seclusion, serenity, peace and quiet. Approval of this project will add a noise and traffic nuisance coming through our property, reduce our community peace, and lower our property values.</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/24/2020 12:24 PM</td>
<td>Caroline Haynes</td>
<td>22203</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA Members, I am writing in strong opposition to the proposed trail widening along Four Mile Run in Arlington County. The proposed widening would fundamentally alter the nature of one of our premier linear parks in Arlington to the biking equivalent of a highway. The proposal to widen the trail would result in a significant amount of tree loss along a sensitive stream valley, and would add a huge amount of additional asphalt and impervious surface. Characterizing this project as primarily an element of the transportation network, without taking into consideration the way the vast majority of Arlington residents view and use this trail as a park, is completely contrary to important environmental concerns and to the community feedback prioritizing our limited natural areas that we heard as part of the recent update of the Public Spaces Master Plan. Likewise, for a significant portion of the proposed widening, there already exist two trails on either side of Four Mile Run. I am especially concerned that the Arlington County representatives on the NOVA Parks Board may not be fully representing the range of views held by Arlington residents. When this issue came up last fall, the Arlington County Board emphasized that there would be a full and transparent planning process before any actions were taken. Continuing to push forward on this application when such an open and transparent process is hobbled by the meeting restrictions from the Covid-19 pandemic does a tremendous disservice to the community. Moving forward on this application undermines the credibility of the NOVA Parks Board and makes a mockery of the promised public engagement process.</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
I support the W&OD Trail dual Trails Plan by NOVA Parks for the 6 year plan. I've been a trail user since 1980 as a runner and cyclist. The dual trails will represent a tremendous improvement in both safety and enjoyment for all trail users.

Email 5/24/2020 12:14 PM

I am writing to urge you to separate walkers and bicyclists on the W&OD trail. Having walked on this lovely trail this spring but having nearly been struck twice by bikes, I think it's very important to remedy this situation before a serious accident occurs. Thank you for your consideration.

NVTA Website 5/24/2020 12:09 PM

The Van Buren extension from Cardinal drive to Rt234 in Prince William county is much needed. I have lived in Montclair Virginia since 2004. The traffic has increased dramatically since the advent of Route 234 to Cardinal Drive and greatly improve the safety of our neighborhood.

Email 5/24/2020 11:44 AM

I would really prefer, at least for now if not forever, for walker/runners and bikers to be on separate trails. If the bikers would remember to yell "On your left/right" before they go around walkers, it would help...immensely! But that won't do in the long run.

To Whom it May Concern –

I write in support of the NOVA Parks application through Arlington County to separate cyclists and walkers/ runners on the trails. I am a resident of Arlington County. The Arlington segment of the W&OD is overcrowded from use, and anyone who has spent time on the trail can see that it is dangerous to have both cyclists and walkers/ runners using the overcrowded trail. With Falls Church separating their portion of the trail, it would be safer to continue that separation on the Arlington segment. I hope that you will support this project to improve transportation options in a safe way. Thank you for your consideration.
I strongly oppose the 4-lane Van Buren Project. As much as I believe it's meant to help traffic, I feel it is not wise to build such a large roadway. This doesn't seem to be well thought out. I live in Van Buren from Cardinal Grove and this proposed roadway would likely force many families to move, and mine would be one of them. We built our home in 2015 and watched this neighborhood grow up and complete itself. These families are with MANY children who play outside, ride their bikes, go to the tot lot/playgrounds and go back and forth from Soaring Dr to Fledgling Dr often. This would create such an unsafe travel for these same children.

To prove the point, Cardinal is a 4-lane road which PWC provided a bus to pick students up from Cardinal Grove to go to Fitzgerald prior to a boundary change a couple years ago. If PWC Schools thought it wasn't safe for kids to cross at a designated crosswalk, with traffic signals and everything, to get to the elementary school for that close of a school which should have been walking distance.

To prove the point, Cardinal is a 4-lane road which PWC provided a bus to pick students up from Cardinal Grove to go to Fitzgerald prior to a boundary change a couple years ago. If PWC Schools thought it wasn't safe for kids to cross at a designated crosswalk, with traffic signals and everything, to get to the elementary school for that close of a school which should have been walking distance.

Also, for another example, Waterway being a 4-lane, and children who walk from the neighborhood across from Henderson Elementary NEED a light at that intersection but apparently it's been reviewed and denied but even with the crossing guard, families who drive their children to school end up having children late even if they left early because of the amount of foot traffic and lack of control to allow those crossing north bound waterway to get to the school entrance. Why those children couldn't get a school bus assigned to their side to safely get them across is beyond me and I know it's not all's problem. It's the SAME situation as it is with Fitzgerald but that DOES have a traffic signal. There are other ways to help alleviate Waterway. There is a circle that backs to Cardinal that has a bus stop/biking to/forability for people to enter Cardinal from. It. That's easy to accomplish and will fix another way to get out of the neighborhood from that side. There are already numerous entry points to 234. Minnieville used to be a 2 lane road which it had AMPLE space to widen in which I feel was appropriate and safer as it straightforwarded the curves out and made it less hazardous with more visibility. Van Buren from Cardinal Grove's standpoint DOES NOT have the same area for that and it just isn't practical. Wingfoot Ct will likely HAVE to be a right turn only because of how close the entry points to Cardinal and the Fledgling/Sooing entrance and will need a turn. So 4 lane is created which will require turn lanes since the excuse for this is alleviating mass traffic.

CAN YOU IMAGINE having tot lot playgrounds at the corners of Minnieville and neighborhood roadways getting onto it? That's EXACTLY what Van Buren and Fledgling/Sooing will end up being. We have TWO tot lots and it's RIGHT THERE. Yes, lets promote small children to be in the larger roadways intersections. Let them feel traffic, inhale more pollution and endure traffic sounds/accident noise, more distracted driving accidents?!! It's already hard to hear parents yell at their kids when going for walks on Cardinal or the kids trying to understand what the parents are saying. How could a child potentially HEAR their parent warn them of danger if they were being their normal oblivious selves and got into the danger zones? You are essentially telling the parents and children they have no reason allowed to play ball on the small areas allowed for them to do just that. Soccer ball being shot across 4 lanes... Yup, that'll go on REAL WELL! Baseball? Football? Lets just take away the children's playground! lets chop them up and reduce mental growth. If you hadn't noticed, the generations are getting dumber as the technology is getting smarter. Trying to get kids to get out and play is harder and harder as it is for parents who are TRYING the best they can to promote it. You are taking that safety away with opening it up to the masses of transit.

You’ve also already got massive danger zones at the intersection of Cardinal and Bentina Fitzgerald/Van Buren as it already is. There have been a NUMBER of accidents at that intersection alone. I can honestly tell you how many CLOSE CALLS I've had at this intersection due to the nature of the drivers ignoring proper road etiquette of blaring red lights and set speed limits. This region has a lot of “me first” drivers and this is a very dangerous mix as it is. Our neighborhood already is fighting the issue of speeders entering and exiting Van Buren from/to Cardinal in the small space Van Buren is at this end. They DO NOT abide by the speed limit signs. They DO NOT abide by stop signs. Again, this is our neighborhood so these people are also our problems on top of adding in the other population.

Email 5/24/2020 11:10 AM Carol Fontein NOV-002 Arlington W&OD Trail Enhancements

I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. The trail is overcrowded and not safe, especially with the added danger of covid. Once Falls Church has widened their portion, Arlington needs to do the same and we should begin preparing for that now. Supporting bicycle transportation is something Arlington has long been behind – please extend that support to widening the trail.

Email 5/24/2020 11:08 Laura Saul Edwards 22207 NOV-002 Arlington W&OD Trail Enhancements

As a local resident, and frequent user of DCA, I will be riding a bicycle across the substantial span of the proposed bridge, particularly if it incorporates a connection to the Mt Vernon Trail. If the bridge is not planned, designed and engineered from the beginning to incorporate the separate needs of pedestrian and cyclists, then it will be a compromised and potentially unsafe project for both. We should not be planning such an ambitious and transformative project as a compromise from the start. Please make explicit in the project scope that this connection will be planned, designed and engineered with bicycle and micromobility uses as co-equal modes.

Email 5/24/2020 11:06 AM Steven Masters NOV-002 Arlington W&OD Trail Enhancements

As a cyclist who frequents the trail daily to commute to work, some areas of the trail can use side by side trails. I endorse the idea of 2 trails in that this areas usage of the trails has increased dramatically the past few years and the cars sure don’t want to give up to roads to cyclists or joggers.

Email 5/24/2020 11:04 AM Darren Buck ARL-014 CG2DCA Intermodal Connector

I am writing to express conditional support for the CG2DCA bridge project. This project will provide a substantial upgrade to a nonintermodal connectivity.

However, I am concerned that the project only references pedestrian and foot traffic in the project description, while only tangentially referencing bicycle and micromobility modes, with a bicycle icon and vague jargon like “intermodal.”

As a local resident, and frequent user of DCA, I will be riding a bicycle across the substantial span of the proposed bridge, particularly if it incorporates a connection to the MT Vernon Trail. If the bridge is not planned, designed and engineered from the beginning to incorporate the separate needs of pedestrian and cyclists, then it will be a compromised and potentially unsafe project for both.

We should not be planning such an ambitious and transformative project as a compromise from the start. Please make explicit in the project scope that this connection will be planned, designed and engineered with bicycle and micromobility uses as co-equal modes.
Hello:

Email 5/24/2020 10:52 Michael Duncanson NOV‐002 Arlington W&OD Trail Enhancements

Yes

I would like to voice my support for widening the W&OD trail. The trail is a popular trail and thus gets crowded easily. Widening it will allow for better use.

Best,

Email 5/24/2020 10:44 Miriam Miller NOV‐002 Arlington W&OD Trail Enhancements

Yes

I would like to voice my support for widening the W&OD trail. The trail is a popular trail and thus gets crowded easily. Widening it will allow for better use.

Email 5/24/2020 10:44 Miriam Miller NOV‐002 Arlington W&OD Trail Enhancements

Yes

I would like to voice my support for widening the W&OD trail. The trail is a popular trail and thus gets crowded easily. Widening it will allow for better use.

Email 5/24/2020 10:39 Mallory Scott NOV‐002 Arlington W&OD Trail Enhancements

Yes

I am writing to express my support for the trail enhancement project funding application by NoVA Parks. This project will substantially lessen conflicts between trail users, and is a substantial safety, comfort, and usability upgrade for all trail users.

Email 5/24/2020 10:39 Mallory Scott NOV‐002 Arlington W&OD Trail Enhancements

Yes

I am writing to express my support for the trail enhancement project funding application by NoVA Parks. This project will substantially lessen conflicts between trail users, and is a substantial safety, comfort, and usability upgrade for all trail users.

Email 5/24/2020 10:39 Mallory Scott NOV‐002 Arlington W&OD Trail Enhancements

Yes

I am writing to express my support for the trail enhancement project funding application by NoVA Parks. This project will substantially lessen conflicts between trail users, and is a substantial safety, comfort, and usability upgrade for all trail users.

Email 5/24/2020 10:36 AM Darren Buck NOV‐002 Arlington W&OD Trail Enhancements

Yes

I am writing to express my support for NOVA Parks’ Arlington W&OD Trail Enhancement grant.

Thanks

Email 5/24/2020 10:35 Paul Baldino 22046 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Some of the many reasons to fund this project include:

* The ever‐increasing use of the trail has resulted in congestion and safety concerns, making it less attractive to all, but particularly people with mobility issues and families with children.
* The widened trail would provide dual paths to separate walkers and cyclists.
* Reduced congestion and improved safety will encourage travel on the trail instead of driving on I‐66 and area streets.
* The design of the improved trail will comply with state and federal environmental rules and be closely coordinated with Arlington County staff to address stormwater mitigation and tree preservation issues.

Thank you for your consideration.

Paul Baldino
Falls Church, VA 22046

Hello,

Email 5/24/2020 10:35 Avi Gray NOV‐002 Arlington W&OD Trail Enhancements

Yes

I am a long term resident of Northern Virginia and am in total support of funding Arlington W&OD Trail Enhancements program. Please vote to move forward with funding this initiative.

Thanks

Email 5/24/2020 9:57 William Koerner 22201 NOV‐002 Arlington W&OD Trail Enhancements

Yes

I am writing in support of the NOVA Parks application through Arlington County to separate bicyclists and walkers on Arlington trails.

Email 5/24/2020 9:51 AM John Armstrong NOV‐002 Arlington W&OD Trail Enhancements

Yes

Thank you

Email 5/24/2020 9:50 Thomas Nelson NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 9:48 rsmstrong NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 9:48 rsmstrong NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 9:48 rsmstrong NOV‐002 Arlington W&OD Trail Enhancements

Yes

Thank you very much for your engagement with the community and sponsoring projects like this.

Email 5/24/2020 9:11 Connor Stemple NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 9:11 Connor Stemple NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 9:07 Corey Faherty NOV‐002 Arlington W&OD Trail Enhancements

Yes

I support dual trails in Arlington.

Email 5/24/2020 8:43 Karl Laubacher NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:38 Jack DeLandino 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

NVTA Website 5/24/2020 9:34 AM Tiffany Ruecker 22025 Other Other

Yes

Other

NVTA Website 5/24/2020 9:31 Jay Mariant 22205 PNC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Yes

Six Year Program Written Comments:

I'd like to comment and show support for the Van Buren Road North Extension: Route 234 to Cardinal Drive” project. In my 20 years living in Montclair I have witnessed a huge increase in traffic and speeding along Wayneway Drive, though the number of homes or residents has not made that much of an increase. This project would create relief from congestion when Route 2 and I‐95 become clogged, reducing impact on the neighborhoods.

Email 5/24/2020 9:18 Russell Stubbs NOV‐002 Arlington W&OD Trail Enhancements

Yes

I wanted to email to give my support for the ‘Arlington W&OD Trail Enhancements’- My young family and I are moving to Arlington Ridge by 4 mile run next month. We currently use the W&OD trail every single day, riding our bikes, walking and running with our daughter near Sterling, VA. The trail is truly great and we only plan to use it more when we move to Arlington. Even in out Sterling, we have noticed how crowded the trail can become because so many people like to use it. I believe that it will be a great benefit to the community to widen the W&OD trail.

Thank you very much for your engagement with the community and sponsoring projects like this.

Email 5/24/2020 9:11 Connor Stemple NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 9:07 Corey Faherty NOV‐002 Arlington W&OD Trail Enhancements

Yes

A wider trail means fewer cars on the roads. Nowadays we put as good of a bark for our kids as we do widening the well‐used W&OD.

Email 5/24/2020 8:47 AM Justin Willett NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:43 AM Karl Laubacher NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:38 Jack DeLandino 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes

Email 5/24/2020 8:35 AM Christopher Chern 22203 NOV‐002 Arlington W&OD Trail Enhancements

Yes
Norther Virginia Transportation Authority (NVTA)

Email 5/24/2020 8:33 AM Jim Sandlin 22043 CFC-006 West Falls Church Access to Metrorail and Multimodal Connectivity

I am writing to request your favorable consideration of the West Falls Church Access to Transit and Multimodal Connectivity application, in order to address a serious public safety issue.

I do not think that it’s unreasonable to wait a short while for a limited number of vehicles to pass, but during morning and afternoon rush hours it is often virtually impossible to cross Shreve Rd without risk of being struck by a car. This situation, i.e., uninterrupted car traffic on Shreve road near Gordon Rd, will become even worse, expanding to all hours of the day, with the commercial and residential development taking place just beyond the other side of Route 7, on Haycock Road.

In addition to pedestrians attempting to cross Shreve Rd at its intersection with Gordon Rd, the intersection is also used by cyclists, often consisting of families with young children, each on their own bike, which is probably even more dangerous than walking holding hands.

For the stated reasons, request you give favorable consideration to the West Falls Church Access to Transit and Multimodal Connectivity application.

James W. Sandlin, Jr.

Comment channel Date From Zip Project Number Project Title Comments Support

Email 5/24/2020 8:20 AM Jane Green NOV-002 Arlington W&OD Trail Enhancements

I support dual trails in Arlington on the W&O trail. When I lived in St. Louis, I used the dual trail around Forest Park as both a runner, walker, and cyclist. It was incredibly beneficial to have dual trails for different uses and speeds.

Email 5/24/2020 8:15 AM Amy Smith NOV-002 Arlington W&OD Trail Enhancements

Just a very quick email to urge you to support dual trail expansion in Arlington. Separating bikers from walkers and runners makes sense in terms of safety, especially given the real possibility of increased crowds using our trails.

Email 5/24/2020 7:50 AM Davidevans 22206 NOV-002 Arlington W&OD Trail Enhancements

I support dual trails in Arlington.

Email 5/24/2020 7:46 AM Michael Lynch NOV-002 Arlington W&OD Trail Enhancements

I, Michael Lynch, support dual trails in Arlington.

Email 5/24/2020 7:29 AM Sumesh Nair Other Other

As a resident of Ashburn-VA, my request is to widen the trail. So that people can run and bike without causing crowding.

Email 5/24/2020 7:07 AM Edward Zick 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Please complete the benita Fitzgerald 234 connector as promised. There is no reason for delay. Lives are being put at risk.

Email 5/24/2020 6:54 AM Michael Cooper 22025 NOV-002 Arlington W&OD Trail Enhancements

Six Year Program Written Comment: The 2 mile extension of Van Buren Rd is estimated to cost at least $80M. A better use of the funds would be to widen the existing Rt 1 rather than disrupt three residential communities to create a new road. The area where the road would be built is heavily wooded and is a home to wildlife such as rabbits, foxes, deer, and a variety of birds.

Email 5/24/2020 6:47 AM Syed Ahmad NOV-002 Arlington W&OD Trail Enhancements

I live in Arlington and would like to voice my support for creating a separate path for walkers/runners from bikers on the W&O trail.

I realize there is an expense and environmental impact, but honestly, I think COVID-19 has demonstrated that we need to be prepared to spend more time outdoors. If we are going to be out on the trail more, then it is prudent for safety reasons to create a new path – not only to avoid accidents between the two groups, but also to allow easier physical distancing. Thank you for your consideration; please let me know if you need any further information.

Email 5/24/2020 6:09 AM Jennifer Tothman NOV-002 Arlington W&OD Trail Enhancements

My comments apply to the proposed Arlington W&OD Trail Enhancements. I am strongly in favor of funding this project to ensure the W&OD can continue to meet the needs of the wide variety of users of this invaluable resource. During peak times the W&OD is very crowded, to the point that some users are avoiding the W&OD and using surface streets for their bicycle commute, daily fitness activities or other family activities. The DC region needs to aggressively expand alternative transportation methods and funding the Arlington W&OD Trail Enhancement is a project which is needed and urgent.

Email 5/24/2020 4:10 AM Patricia Haman NOV-002 Arlington W&OD Trail Enhancements

Hello. I live in Arlington and am writing to say I support separating cyclists from pedestrians. While many cyclists are polite, more than a few are not. As a pedestrian, it is getting harder to relax and enjoy a walk with people whizzing by at dangerous speeds and bellowing at you to get out of their way. Why are they more important than I?

Thank you for your consideration.

Patricia E. Haman

Email 5/24/2020 0:45 AM Fatima Argun NOV-002 Arlington W&OD Trail Enhancements

Dear NVTA Members, Yes

Hello. I am an Arlington resident who uses the bike path a lot. I support the above as the path is increasingly crowded and as a result becoming dangerous for both bikers and walkers on the same narrow path.

Thank you.


I support dual trails in Arlington.

Email 5/24/2020 0:03 AM David Ozga NOV-002 Arlington W&OD Trail Enhancements

Hello. I am an Arlington resident who uses the bike path a lot. I support the above as the path is increasingly crowded and as a result becoming dangerous for both bikers and walkers on the same narrow path.

Thank you.

Email 5/23/2020 11:37 PM Meg Embarq NOV-002 Arlington W&OD Trail Enhancements

No comments in the email.

Other

Enhancements

Support
NVTA Website 5/23/2020 11:19 PM Kathleen Phillips 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Project Title: Van Buren Road North Extension: Route 234 to Cardinal Drive
Zip code: 22025
Comment: Strong support for the Van Buren Road extension in PWC. It has been part of the comprehensive plan and should be completed as planned. Growth is area is still occurring and infrastructure needs to accompany that growth.
Support: Yes

NVTA Website 5/23/2020 22:35 Ronald Koontz 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Comment: I'm expressing concern over spending over $80 million for a two mile road regarding the Van Buren Rd. North project. With this very high estimated cost it should be necessary to at least conduct a new traffic study to determine whether or not this road will save commuters more than five minutes driving time. There are new housing developments and traffic lights that have added new delays to this round-a-bout method in avoiding two miles driving South on I95. This new route would probably only be used a couple times a year and would not provide any time savings for commuters.
Support: No

Email 5/23/2020 22:12 Patricia T. Darneille NOV-002 Arlington W&OD Trail Enhancements

Comment: I am writing in support of the proposal to separate walkers and joggers from those on bicycles. I understand that Falls Church has initiated a project that will have the W&OD trail made wider so both types of exercisers - bicyclists and walkers/joggers - can use the trails but be separated and much safer. This makes so much sense to anyone that has ever utilized the trails. Arlington County promotes the use of the trails as one of our many amenities in the county. They also encourage residents to get out and exercise and enjoy the outdoors. However, this can be dangerous having both sharing the same path. I have frequently been out walking and have nearly had a bicyclist run into me from behind - no warning at all. I understand also that there have been a few close calls and accidents involving cyclists and walkers/runners. Do I strongly support and urge the NoVa Authority to consider the proposal to separate walkers/runners from bicyclists both in the interest of safety and for the increased enjoyment of all those using the trail.
Support: Yes

Email 5/23/2020 10:10 PM Anthony Gocek NOV-002 Arlington W&OD Trail Enhancements

Comment: Hello,
I'm writing to let you know that I'm happy to hear this is being considered and that it is a worthwhile project. The trail is always very congested in Arlington and enhancing the path would create a safer environment for all who travel on it. Please move forward with this work and upgrade the W&OD bike path through Arlington.
Thank you for your time.
Support: Yes

Email 5/23/2020 21:56 Connie Rydberg CFC-005 Downtown Falls Church Multimodal improvements

Comment: Dear NVIDIA -
Here is a letter of support for the two Falls Church Transportation projects under consideration: West Falls Church Connection to W&OD Trail project and Downtown Falls Church Multimodal improvements project. The letter was written by my son, Nikhil Kapadia, with a little help from me, his Mom. He is a Kindergartener at Mt. Daniel Elementary in Falls Church, 6 years old, and loves to ride his bike. He's excited that these two projects would make it safer for him to bike around Falls Church.
Support: Yes

Email 5/23/2020 21:56 Connie Rydberg CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Comment: Dear NVIDIA -
Here is a letter of support for the two Falls Church Transportation projects under consideration: West Falls Church Connection to W&OD Trail project and Downtown Falls Church Multimodal improvements project. The letter was written by my son, Nikhil Kapadia, with a little help from me, his Mom. He is a Kindergartener at Mt. Daniel Elementary in Falls Church, 6 years old, and loves to ride his bike. He's excited that these two projects would make it safer for him to bike around Falls Church.
Support: Yes

Email 5/23/2020 09:08 PM Rose Marie Fructuoso NOV-002 Arlington W&OD Trail Enhancements

Comment: Support this. Thank you.
Support: Yes

Email 5/23/2020 21:04 McDonald, Laura 20036 NOV-002 Arlington W&OD Trail Enhancements

Comment: Pete,
I am writing to support dual bike/pedestrian paths on the W&OD trail. As someone who has run on it with my dog and someone who has biked on it, I think this would be a big safety improvement for everyone. If it can be done without paving too much, please look into making this change.
Support: Yes
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/23/2020 21:00</td>
<td>Charles Wilde</td>
<td>22025</td>
<td>PWG-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Politics is the art of doing the most good for the most people while not forgetting the little guy. I believe that the essentially political decisions of NVTA can and should use this principle in addressing Project PWG-025. In this case, a “win” for Montclair, Mr. Peterson, Four Seasons (my home)/Copper Mill/Cardinal Grove, and Prince William County as a whole is possible. The current project violates the principal and should not proceed at this time. Let’s see if we can first envision an overall solution to building Van Buren extension. After that I suggest how to pay, recognizing that costs are exceedingly important. But that is no different than on any road project—especially one that we expect to be in service for over 50 years. In that timeframe near-term costs become less significant than long term benefits. I suggest a consensus that would meet the principal of doing best for most without forgetting the little guy would be based on the following: a. Move the road design as close to I 95 as possible. b. Include sound walls. c. Based on a traffic study, build a proper traffic interface with VA 234. d. Restrict 18-wheeler traffic (i.e. no thru trucks) to lower noise and prevent circumventing the weigh station. e. Restrict clear-cutting of right-of-way to the maximum extent to protect habitat. f. If needed, acquire currently vacant land through condemnation. This approach costs significant $ that are probably not currently available. But what a victory this would be for all parties—all of whom stand to lose if the current approach is taken. 1. PWG wins because access between north and south county is improved for the long term. 2. Montclar wins because traffic may be reduced on Waterway and safety at elementary school crossing will improve. 3. Mr. Peterson wins because he gets to build, sell, and make a profit. 4. Four Seasons wins because maximum sound mitigation will be implemented. So how to pay for what should be built? The answer is a redesigned project that benefits all parties over the very long life of the road. Logically this is a bond project that could be augmented with state-controlled road funding. I am not a funding expert or a legal expert. I do suggest that the approach I am proposing will fulfill the goal I first mentioned—do the most good for the most people but don’t forget the little guy. All it takes is political will. Let’s do it right!</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 8:55 PM</td>
<td>Elizabeth Kirby</td>
<td>22207</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Six Year Program Written Comment: That such a project is being proposed is indicative of an overpopulation problem. That a park or trail is being turned over to NVTA is scary. The land loss and increase in possible flooding says the balance of land use and population is out of whack. Maybe the County should state that adding population is its main goal and tangible environmental concerns really don’t matter. This proposal should be rejected. I believe a close look should be done by the County on the viability of its goals, what has priority and why. Thank you for considering these thoughts.</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 8:35 PM</td>
<td>David Patton</td>
<td>22205</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am a user of the W&amp;OD and an amateur naturalist. I am for the enhancements.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 20:33</td>
<td>Anh Sigmon</td>
<td>22025</td>
<td>PWG-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Hi, I am writing in support of the Arlington W&amp;OD Trail Enhancements project.</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 8:30 PM</td>
<td>Larry Huffman</td>
<td>22205</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Hi, I am writing in support of the Arlington W&amp;OD Trail Enhancements project.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 10:13</td>
<td>Anu Gupta</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>Dear News Authority: I strongly support the Downtown Falls Church Multimodal Improvements Project. For me this is an issue of gender and social equity. I, and other women, children, and minorities like me, use Park Avenue as a key commuter corridor by bike or foot. Improving the safety of this corridor will have social and economic impacts for a broad, diverse, and underserved community.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 8:10 PM</td>
<td>Todd Christensen</td>
<td>20170</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Am writing in full support of the W&amp;OD trail widening project. This is a public resource of great value which is strained by overuse and crowding. The needs of walkers, runners, bikers are difficult to reconcile as presently constructed, and indeed can present dangerous conditions to slower moving users. Widening the trail will help ensure safe and healthy recreational opportunities for the many residents of northern Virginia.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 10:05</td>
<td>Emmanuel Rouvelas</td>
<td>22005</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Support Dual Trail expansion in Arlington separating bikers from runners/walkers. Thanks for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 19:59</td>
<td>Lester Bereteez</td>
<td>22005</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Wider trail</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 19:54</td>
<td>El Palumbo</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
To whom it may concern:


I write in support of the dual trail expansion of the W&OD trail to create separate biking and walking/jogging trails. As a user of the trail, I have seen firsthand some of the dangerous interactions between bikers and walkers. It would make sense, and make non‐carbon commuting more feasible, to separate the trails.

Thank you.

Yes

To whom it may concern:

Email 5/23/2020 19:39 michael beatrice 22207 NOV‐002 Arlington W&OD Trail Enhancements

I wholeheartedly support this initiative. With the increased use of these trails, aggressive, high speed, commuting, and semi‐professional or bike club traffic on these trails have created an unprecedented danger to pedestrians, families, and young families with strollers. Given the real estate and resources available, this can be easily accomplished — particularly given the accommodations that were made to bicyclist and bike lanes on virtually every major road in Arlington. And lest you think I have an axe to grind regarding bicyclist, I myself am an avid bike enthusiast. I ride several times a week and have often commuted to my job in Washington, DC, on bike.

Yours truly,

Dear Nova Authority,

Email 5/23/2020 19:37 Anu Gupta 22046 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

I strongly support the West Falls Church Connection to W&OD Trail Project application. As an avid user of the W&OD trail for recreation, I would love to see it be used more for commuting and accessibility. It is currently not safe for my children to walk or bike from the W&OD to Shreve and Broad Street, even though it is such a short distance. This project will improve safety while reducing our dependence on cars.

Thank you.

Anuradha Gupta

Dear NVTA members:

Email 5/23/2020 7:15 PM Tom Tagle NOV‐002 Arlington W&OD Trail Enhancements

I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. My husband frequently uses the trails on his bike and, in spite of best efforts, every time he is the subject of verbal abuse from the walkers. Because there is no real way to integrate biking and walking on the same trail,

‐‐‐

The opposition to this project is well‐meaning but not in the best interest of our region. Most who walk or ride a bicycle on the Arlington portion of the W&OD trail realize it is overcrowded. From a transportation‐planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced, so from a safety point of view, it makes sense to separate bikers and walkers/runners.

Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements.

Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion.

I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions.

Thank you!

Greetings NVTA – please see the attached letter in support of the project ARL‐019 for the Ballston Metro Second Entrance. Thank you for the opportunity to provide our support and comments.

Email 5/23/2020 7:16 PM Ballston Business Improvement District via Tina Leone 22203 ARL‐019 Ballston‐MU Metrorail Station West Entrance


I encourage the planners to widen the W&OD trail to accommodate the needs of both bikers and walkers, and make the trail safer for everyone. Thank you.

Enhancements

‐‐‐

As a long‐time Arlington resident, home owner / tax payer, and a mother of three young children who attend Arlington public schools, I am writing in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program.

My family and I use the relevant part of the trail often, both on bikes and on foot. We would use it far more frequently if it was not so congested, particularly at the moment when being able to use trails and parks safely and without congestion is a particular concern because of COVID‐19.

The separation from cars on the W&OD trail makes it one of the most attractive places to bike and walk in Arlington. Please support this important resource for Arlington residents.
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/23/2020 18:44</td>
<td>Michele Croxton</td>
<td>PWC-025</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>As residents of Four Seasons Northern Virginia for more than five years, we enjoy our Nature Trail almost every day. This road, as currently planned, will remove a significant portion of this trail. The loss of trees and shade for people and pets cannot be replaced. Please consider moving the road closer to I-95 if it must be built at all.</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 6:23 PM</td>
<td>Rosamunda Osog</td>
<td>NOV-002</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>Hello. I live in Arlington on South 18th Street in 22202. I wholeheartedly support the above. Thank you.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/23/2020 18:14</td>
<td>Erin Schultz</td>
<td>20190</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>Zip code: 20190 Six Year Program Written Comment: I am emailing you to support widening the W&amp;OD. This trail just isn't a recreational path, it is a vital commuting corridor throughout its length especially for the lower income residents. We all know that our roads are full and our air from automobiles goes Ozone critical in the summer months, this solves both. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 6:10 PM</td>
<td>Robin Baxter</td>
<td>22203</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>Dear members of NVTA, Please support the proposals to separate walkers from bicyclists on the W&amp;OD trail. I have long been concerned about safety when walking with my family along the trail, since bikes and pedestrians are sharing the narrow lanes. Whether engrossed in conversation or in bird-watching reverie, the call &quot;on your left&quot; always startles me and I recall that a pedestrian was killed in 2012 after being hit by a bicyclist on the trail. Tree preservation and limiting impervious surfaces are very important issues to me and to our community, but these can be addressed by careful planning. Arlington's citizens will be best served by making the lovely W&amp;OD trail more friendly to both bicyclists and pedestrians. This is one of the few cases where division is better than unity: please separate the two.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 18:09</td>
<td>Dana Bres</td>
<td>NOV-002</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>Dear NVTA Members, I support the NOVA Parks application through Arlington County to improve the W&amp;OD in a manner to separate bicycles and walkers. The W&amp;OD is heavily used as both a recreational asset as well as a transportation asset, providing a safe and direct route for many in Northern Virginia to get to Washington, DC. I'm confident the design process will actually improve the environmental resilience of the trail, particularly from a water management perspective. Tree cover can be provided through project actions (protecting existing tree cover) and nearby mitigation. The region needs the improved capacity, particularly as we continue to encourage cycling as transportation. The W&amp;OD can serve as both a transportation corridor and a regional recreation asset. That can't be said for I-395 or I-495.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/23/2020 18:09</td>
<td>Charles Nuare</td>
<td>20190</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>Zip code: 20190 Six Year Program Written Comment: Being a frequent recreational user of the W&amp;OD Trail to bike between Reston to Shirlington and Reston to Poolesville, I am fully cognizant of the dangers of the narrow shared right of way that currently exists. I am totally in favor of project to expand the trail with a full understanding that some trees will have to be cut down. However, as an alternative commuter route, the project will reduce the number of cars on the adjacent roads thereby offsetting the loss of trees. In addition public safety and public fitness will be improved. Thank you!</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 6:06 PM</td>
<td>E</td>
<td>NOV-002</td>
<td>Arlington</td>
<td>W&amp;OD Trail Enhancements</td>
<td>I am emailing you to support widening the W&amp;OD. This trail just isn't a recreational path, it is a vital commuting corridor throughout its length especially for the lower income residents. We all know that our roads are full and our air from automobiles goes Ozone critical in the summer months, this solves both. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 18:02</td>
<td>Edward Clough</td>
<td>PWC-025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Why would another road that impacts home values, puts a busy road in their backyards and ruins environmental breathing room get funding from our government? Thumbing your nose at an over 55 elderly population is a travesty. There is still time to reconsider your decision to fund this result. Make your decision one that complements our citizens, not one that creates more traffic in our backyards. Thank you for listening, do not fund this road. Support People, not roads. Truthfully yours, Edward Clough Four Seasons in Historic Virginia</td>
<td>No</td>
</tr>
</tbody>
</table>
Hello,

Email 5/23/2020 18:01 Joe Reiman 20191 NOV‐002 Arlington W&OD Trail Enhancements

I currently live in Reston, VA and use the W&OD primarily for recreation, to visit family and friends, and to attend events. But I also know a number of friends who use the W&OD through Arlington as part of their daily work commute and running errands. Widening and dividing the trail will make it safer not only through a wider space, but by separating modes of use (cyclists vs pedestrians) who move at drastically different speeds.

Thank you for allowing me to comment on an important project for making Arlington and Northern Virginia a better place for all residents and visitors.

Yes

Email 5/23/2020 17:44 James Martin NOV‐002 Arlington W&OD Trail Enhancements

I support dual trails in Arlington.

Yes

Email 5/23/2020 17:20 Laura Gilbert NOV‐002 Arlington W&OD Trail Enhancements

I am writing to express my support of the plan by NOVA parks for dual trails. I believe this will increase the safety of the trails.

Yes

Email 5/23/2020 17:07 Janice Sandlin LFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

I am a resident of Falls Hill (off of Shreve Road) and greatly support the West Falls Church Access to Transit And Multimodal Connectivity application. As our neighborhood evolves it is imperative that we have a safe environment to walk, shop and play.

Thank you Janice Sandlin

Yes

Email 5/23/2020 16:54 David Abel NOV‐002 Arlington W&OD Trail Enhancements

To whom it may concern,

I support dual trails in Arlington. Also, if it can go into Fairfax and Reston that would be great.

Followed the link from Twitter: https://twitter.com/NOVA_Parks/status/1264157433905188864

Yes
Keeping cyclists and walkers/runners separated is a no-brainer, after so much talk about health and safety during the pandemic. Here's a chance to protect all people – like my running nephew and his walking Aunt Kris plus bike riding friends – pursuing health and wellness.

I think that the Arlington portion of the W&OD trail is overcrowded, a good problem to have. It should (and can) be widened in an environmentally sensitive way. The project, which incidentally helps avoid carbon emissions in the long run, needs to be on "the list" and considered during difficult funding discussions.

It would be irresponsible to nix the project before having a full and fair conversation. Thanks for your consideration. Kris McLaughlin

I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. I am currently serving as one of the Arlington County Board's two appointees to NOVA Parks. I am also a former member of the Arlington County Board. There is a priority of the NOVA Parks Board. I can assure you that the NOVA Parks Board will instruct staff to minimize any loss of trees when a final submission is complete. Most who walk or ride a bicycle on the W&OD portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bikes and walkers/joggers separated.

Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion.

I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions.

Hello!

I am a frequent user of the W&OD Trail. I believe that widening is a good idea and can be done while addressing any environmental concerns.

We strongly support the dual trail expansion. With bikers, joggers, walkers, dogs and strollers using these paths, it is becoming dangerous. We need expansion so that we can all use these trails safely.

Please approve the Van Buren extension. This connector was placed on the County long range plan before any of the developments on 234 or Cardinal were built. They knew there would be a need to provide an alternate path from 234 to Dale City Blvd without pushing traffic onto Route 1 or thru Montclair.

No

We need to separate bikers from joggers on the W&O. I have almost been hurt several times. As we are becoming more urbanized, this will be a well spent investment.

Please connect Benita Fitzgerald and Van Buren streets in Prince William County, VA.

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

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

My first thought is, with long-term ramifications of the Covid-19 pandemic still unknown, the county and state should be very careful about expenditures made in the next months, maybe years. We as a four lane highway from Rt 234 to Cardinal Drive, is a good option. The residents of three communities would be adversely affected with noise, air pollution, and truck traffic next to what are now peaceful neighborhoods. Many mature trees would be lost, and unknown environmental results could haunt us for years to come.

I know that progress demands some sacrifice from the few for the good of many, but I don't see the "pros" of this project as strong enough to warrant the cost, both monetarily and in quality of life.

Thank you for your consideration.

I see constant conflicts on the W&OD trail in Arlington between bicyclists and pedestrians. The two cultures are very different, since the cyclists think they are in a stream of traffic and the peds think they are out for a nice walk.

Separating the two types of use on the W&OD would eliminate a lot of friction. It might even lure the seniors back who are scared to use the trail because of speeding cyclists. Please don't let that whole block of potential trail users continue to be denied use of this awesome asset. I don't believe there is any way to change the cyclists' culture to make them more considerate. Let's put them on their side and configure the trail for all users.

It's important to separate walkers and bikers on the W&OD Trail. Please act to make this happen-asap-thx!

I grew up in Alcova Heights, frequently riding my bike on the W&OD trail in Arlington to Shirlington or Falls Church. Although I personally always tried to signal to pedestrians when approaching and passing – using a bell, a spoken phrase, or both – I often observed cyclists who would speed by those on foot without signaling. When the foot traffic included elderly people, the disabled, or parents with baby strollers, the results could be hair-raising. Conversely, inconsiderate pedestrians would not infrequently hog the entire path, which was both an inconvenience and a safety hazard.

Support for dual trail expansion in Arlington

I bike on the trail 2-3 times per week, almost year-round.

Please make the W&OD trail in Arlington WIDER.

Email 5/23/2020 14:44 Ted Johnson NOV-002 Arlington W&OD Trail Enhancements

Support a dual trail as I walk my dog every day and it is getting dangerous with cyclists going by fast.

Yes

Email 5/23/2020 14:39 David McTaggart 22204 NOV-002 Arlington W&OD Trail Enhancements

As a long time tandem bike rider on the W&OD bike trail in Arlington, fully support separate lanes for bikes and walkers. Over time the trail has become more crowded and sometimes even dangerous, especially in Arlington. Separating bikes and pedestrians on the trail is long overdue. Please support the effort to do so.

-Barbara Swart

Yes

Email 5/23/2020 14:38 gordol14 NOV-002 Arlington W&OD Trail Enhancements

Please separate the bikers from people walking. The way it is now, I am always scared I am going to be hit by a bicycle coming behind me real fast. We already had a biker run over an elderly lady and killed her a couple of years ago. Thank you. Renee Gorsky

Yes

Email 5/23/2020 14:18 Rivka T 22205 NOV-002 Arlington W&OD Trail Enhancements

Yes in North Arlington and I'm writing to support the dual trail proposal to make the path more usable and safer. Thank you! Rebecca Tushmat

Yes

Email 5/23/2020 14:14 Jeffrey Burton 22205 PNC-025 Van Buren Road North Extension: Route 234 to Cardin Drive

Support code: 22205 Six Year Program Written Comment: I am against the Van Buren Road North project. I do not want that coming through my neighborhood. I bought a house here because it is a gated community. Running this not needed road through my community is a waste of tax payer money. With so many folks out of work we all need to make careful decisions on where and how we spend money now as we will be changing a lot of how we use to do things.

No

Email 5/23/2020 14:31 Bob Rivera NOV-002 Arlington W&OD Trail Enhancements

More important that widening the W&OD trail is the installation of either tunnels or bridges over at grade intersections such as the one at Smithswitch in Ashburn, VA. These intersections, although usually marked with a stop sign for the cyclist and walkers on the trail, often have these valdity signs ignored, particularly by the cyclists. This could result in a cyclist being hit by a car, or a car being rear ended while conducting a panic stop. I’ve also personally been accosted by a cyclist, while riding in a convertible because I had the temerity of saying something when he ignored the stop sign, and caused two of us to panic stop. After he exchanged words with me, he then spit on me while I sat in my vehicle.

I strongly object to any new "improvements" to the trail until you correct the at grade situation.

Email 5/23/2020 2:26 PM Will Driscoll 22207 NOV-002 Arlington W&OD Trail Enhancements

Please make the W&OD trail in Arlington WIDER. I bike on the trail 2-3 times per week, almost year-round.

Yes
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
Email | 5/23/2020 14:25 | Charley Conrad | NOV-002 | Arlington W&OD Trail Enhancements | I am in favor of some type of separation on the trail. I live in the Brittany Condos on FMR and look directly at W&OD Trail from my balcony every day. I also walk 20 minutes up and back along the Trail at least once or twice a week. It is very busy very busy. The thing that is scary is that the bikers are coming down the trail extremely fast around families where there are little kids on little bikes and it is just a recipe for a big disaster. Sent from my iPhone | Yes
Email | 5/23/2020 14:22 | Craig Olson | NOV-002 | Arlington W&OD Trail Enhancements | I support construction on the W&OD Trail to widen it in order to separate cyclists from walkers/joggers to provide safety for all users. | Yes
Email | 5/23/2020 2:20 PM | Tom | 22006 | Arlington W&OD Trail Enhancements | I am in favor of some type of separation on the trail. I live in the Brittany Condos on FMR and look directly at W&OD trail From my balcony every day. I also walk 20 minutes up and back along the trail At least once or twice a week. It is very busy very busy. The thing that is scary is that the bikers are coming down the trail extremely fast around families where there are little kids on little bikes and it is just a recipe for a big disaster. Sent from my iPhone | Yes
Email | 5/23/2020 14:17 | Allida Black | NOV-002 | Arlington W&OD Trail Enhancements | I live in Fairlington in Arlington. Yes I also walk 20 minutes up and back along the trail At least once or twice a week. It is very busy very busy. The thing that is scary is that the bikers are coming down the trail extremely fast around families where there are little kids on little bikes and it is just a recipe for a big disaster. Sent from my iPhone | Yes
Email | 5/23/2020 14:16 | Timothy Stevens | 22046 | Arlington W&OD Trail Enhancements | Zip code: 22046 On Your Program Written Comment: I support NVTA funding of the proposed Arlington W&OD trail enhancements, including trail widening and better designs for stormwater retention. I am a frequent user of the trail, as I bike regularly between Roosevelt and Carlin Spring. Widening is an important safety enhancement, as the current narrow width of the trail presents too many opportunities for collisions between bikers and pedestrians. The trail is an important alternative to driving a car, especially given its location parallel to I-66. Please see the attached letter I am submitting via email on behalf of my Son, Andrew Niemi. Kirk Niemi Varela, Lee, Metz & Guarino, LLP | Yes
Email | 5/23/2020 14:16 | Varela, Lee, Metz & Guarino, LLP | 22102 | West Falls Church Access to Transit and Multimodal Connectivity | Please see the attached letter I am submitting via email on behalf of my Son, Andrew Niemi. Kirk Niemi Varela, Lee, Metz & Guarino, LLP | Yes
Email | 5/23/2020 14:16 | Kana Rose Tagle | NOV-002 | Arlington W&OD Trail Enhancements | Dear NVTA members: I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. My husband frequently uses the trails on his bike and, in spite of best efforts, every time he is the subject of verbal abuse from the walkers...because there is no real way to integrate biking and walking on the same trail! The opposition to this project is well meaning but not in the best interest of our region. Most who walk or ride a bicycle on the Arlington portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced, so from a safety point of view, it makes sense to separate bikers and walkers/joggers. Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. thank you! | Yes
Email | 5/23/2020 14:09 | Paul McMahon | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | As residents of Montclair, Virginia sharing our views and those of many others, we are expressing our strongest belief that the long-awaited Van Buren Road North Extension project (PWC-025) deserves priority approval by the Northern Virginia Transportation Authority. This project, planned for decades has never materialized to relieve I-95 traffic and avoid cut-through congestion impacting the safety of residents in neighborhoods along Route 1, Waterway Drive and Spring Dr. We suffer daily from excess traffic and congestion caused by our proximity to I-95 plagued with insufficient alternative North-South routes. The congestion contributes to dangerous incidents such as when four Prince William County firefighters, on their way to a call, suffered injuries as their fire truck overturned because a vehicle stopped abruptly in front of them in the left lane of Waterway Drive in Montclair. To avoid hitting the vehicle, the driver of the fire truck hit the brakes, swerving across the lane lane hitting the curb. The fire truck jumped the curb, crossed the sidewalk, and destroyed a section of a homeowner's fence as it made a 180-degree turn and flipped on its side. That accident was only one example of multiple vehicles that veered off Waterway Drive, over pedestrian sidewalks, and into homeowner fences. The County Supervisors and VDOT personnel receive many complaints and often meet with Montclair residents concerning the constant problem of drivers who travel an average of 47mph through Montclair exceeding the 35mph speed zone. There are two elementary schools on Waterway Drive. Children and other pedestrians are at risk. If only your decision makers could observe Henderson Elementary School at dismissal time and Waterway during the evening rush hour. In addition to two schools, located on Waterway Drive are two parks, a preschool, an exercise station, a golf course, and a swimming pool. Waterway Drive is often referred to as "the speedway." We beseech your approval of this project and thank you for your consideration. | Yes
I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Yes

I support separating bikers from walkers and runners. It is too dangerous to continue sharing.

Yes

Please make every effort to separate walkers and runners from bicyclists on the W&OD trail in Arlington County.

Yes
<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/23/2020 13:54</td>
<td>Les Bergen</td>
<td>22206</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Fully support Paul Ferguson's recommendation below. The expansion is long overdue. Please include this in the next bond referendum for county parks capital projects.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
| 5/23/2020 13:54 | Les Bergen | 22206 | NOV-002 | Arlington W&OD Trail Enhancements | Dear NVTA Members,  
I am writing in support of the NOV Parks application through Arlington County to separate bicycles and walkers. I am currently serving as one of the Arlington County Board’s two appointees to NOVA Parks. I am also a former member of the Arlington County Board.  
The opposition to this project is well meaning but not in the best interest of our region. The infrastructure investments will actually improve storm water run off and reduce flooding. Tree preservation is a priority of the NOV Parks Board. I can assure you that the NOV Parks Board will instruct staff to minimize any loss of trees when a final submission is complete.  
Most who walk or ride a bicycle on the Arlington Portion of the W&OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bicycles and walkers/joggers separated.  
Falls Church will have their portion of the W&OD Trail widened with bicycles and walkers/runners separated. When this project is completed, I believe those who use other portions of the trail will be asking for the same improvements.  
Please take the time to visit the Arlington portion of the W&OD trail any weekend with nice weather. You will see the need for the trail expansion.  
I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions.  
Les Bergenn | Yes |
| | Yes |
| 5/23/2020 13:51 | Sara Ward | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I am a mother of two small children, living on the north side of Shreve Road. It feels like we have to play a game of “Frogger” simply to access the wonderful W&OD trail that is steps away from our front door. Additionally, living less than a mile to Shrevewood Elementary, we have dreams of being able to walk our children to and from school. As they grow older, maybe we would permit them to gain independence by doing so themselves. Unfortunately, with the utter lack of safe crossings for Shreve Rd., this seems like a distant possibility at the moment.  
Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro, grocery store, and nearby schools. I hope you will give strong consideration to the West Falls Church grant proposal.  
Sincerely | Yes |
| 5/23/2020 13:50 | Paul Derby | 22031 | NOV-002 | Arlington W&OD Trail Enhancements | Support separating bike and pedestrian lanes on the existing trails Within Arlington County wherever possible. Minneapolis made separate trails many years ago. They also made the bike trails one way for circular trails. This was to everyone’s benefit and enjoyment of public outdoor space.  
Paul Ferguson | Yes |
Steve | Yes |
| 5/23/2020 13:43 | James Angel | 22031 | NOV-002 | Arlington W&OD Trail Enhancements | Six Year Program Written Comment:  
strongly support widening of the W&OD trail. It provides an important bike commuting link that helps keep cars off the road. Reducing congestion and increasing safety are important.  
| | Yes |
| 5/23/2020 13:41 | Armella Schrader | 20190 | NOV-002 | Arlington W&OD Trail Enhancements | Six Year Program Written Comment:  
I cannot stress strongly enough the need for a wider W&OD trail. I support this effort 100%. Not only is it safer for pedestrians and cyclists, it has the benefit of encouraging more people to use the trail. Isn’t that better for the community and society as a whole? More people walking and exercising for health as well as commuting. Let’s get people out of their cars and into a wider, more productive trail! Please consider funding the widening of the W&OD trail.  
| | Yes |
| 5/23/2020 1:39 PM | Ian Little | 20147 | NOV-002 | Arlington W&OD Trail Enhancements | The W&OD is a main corridor for bike commuters. There are dangerous pinch points along the corridor that need to be widened.  
Please record my email as in support of the widening project.  
Paul Ferguson | Yes |
Elizabeth Stevens | Yes |
<table>
<thead>
<tr>
<th>Comment Channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/23/2020 13:24</td>
<td>Susan English</td>
<td>2202</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail</td>
<td>Dear Ms. Backmon, We strongly support funding for widening the W&amp;OD trail in the Carlin Springs area, as outlined in NOVA Parks proposal. Trail congestion causes serious safety problems, and discourages bike commuting, which we need and want. While there is some habitat loss, the trade-off is heavily in favor of the widening, for environmental and safety issues. Thank you, Susan P. English and Tom PhilsonResidents and cyclists since 1982 DE09 S. Kent St. Arlington VA, 22202</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/23/2020 13:19</td>
<td>Luis Ramirez</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>I moved to the Montclair Community 9 months ago mostly for the many amenities and walking paths for my children. This is a very active community but I can tell you Waterway is far too dangerous with all the traffic that comes right through from Cardinal out to 234. Your Seasons is no better then Montclair and visa versa. An additional through way is necessary to disperse some of the congestion that comes through Waterway.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 1:11 PM</td>
<td>Allen Irwin</td>
<td>22025</td>
<td>NON-002</td>
<td>Arlington W&amp;OD Trail</td>
<td>Please encourage you to support the NOVA Parks proposal to widen portions of the Washington and Old Dominion Trail. As the trail is cemented itself as a key feature in the region's transportation and recreation infrastructure, it has seen its use grow to the point that there are routine safety risks from the different user groups that threaten to undermine the route's desirability. By expanding the width of the trail and separating users, safety can be improved for a greater number of users, affordably relieving pressure on more expensive transportation infrastructure.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/23/2020 13:04</td>
<td>Colleen Pimental</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Thank you for allowing this comment period. I live in Montclair and have witnessed firsthand the increase in traffic on Waterway. There are crosswalks and a &quot;This is your speed&quot; sign, but most drivers do not pay attention. As more communities have been built, the traffic on Waterway has increased significantly. The plan to extend Van Buren has been on record for almost 20 years. In that time, many new developments have come up on Cardinal Drive, Route 1, Dumfries Road/Rte 234, Minnieville, and Spiggs. However, there have not been new roads constructed. The traffic is going to go somewhere, nature and green space is important. I wish the newer developments had not come up so quickly without also building the infrastructure to support the population growth. Now is the time to do this. Now is the time to extend Van Buren Road to Dumfries Rte 234 as planned almost 20 years ago. Van Buren needs to be extended. Thank you, Colleen Pimental</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 12:56 PM</td>
<td>Sylvia Subong</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>To Whom it May Concern: As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/23/2020 12:56</td>
<td>Adam Siegel</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: As an over 20y+ resident I've seen Cardinal and 234 widened which has caused increased speed and traffic fatalities. Not having the connector between Cardinal and 234 has also caused an unsustainable amount of cut thru traffic on Waterway in Montclair which was originally intended for local residential traffic only.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 12:53</td>
<td>Adrian Porter</td>
<td>22025</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail</td>
<td>Hi, I’d like to add to the public comment on Arlington W&amp;OD Trail Enhancements, I’ve been a resident of NOVA since the 90s, and I’ve been watching the W&amp;OD trail closely for that time. Traffic has gotten congested on this path, and widening trails like this one will help commuters and park-goers enjoy this previously abandoned railway. The traffic is especially busy between Herndon and Arlington, so any widening in that area would be greatly appreciated. It lessens the stress of cars on the roads, which will help with clean air near DC and healthy residents. Thank you for considering this project and I am very excited about its completion.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/24/2020 11:51</td>
<td>Ray Sigler-Siegel</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Bond referendum to connect Van Buren to Benicia Fitzgerald and Cardinal – YES, Montclair is sick of and not able to sustain the high volume of often speeding cars in our small community. This e-mail was sent from a contact form on the NVTA Website (<a href="https://thenovaauthority.org/contact-us/">https://thenovaauthority.org/contact-us/</a>)</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Hi, I'm a Northern VA resident who uses the W&OD Trail for recreation and transportation. If the trail was a road we would have widened it 5 times already. The trail is frequently congested and needs more lanes for both cyclists and runners. On several occasions I've had to stop and let people pass me. More lanes would be a huge improvement.

As a resident living along Shreve Road, I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation and safety improvements along Shreve Road are greatly needed. My family and I use the road daily and there are patches of the road that literally offer zero protection to pedestrians, especially the sidewalk area from the Power substation to the corner of Fairwood, where there is no buffer between the road and the sidewalk...not even a curb. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

I urge you to please fund this project.

Best regards,

David Austin

As a bicycle commuter from Arlington to George Mason University, I write in support of two projects in the City of Fairfax:

1. CFX-010 Intersection at Chain Bridge Road (Route 123) and Eaton Place
2. CFX-011 Old Lee Highway

Both of these projects would potentially help connect George Mason University to important regional trails: the existing W&OD and the planned I-66 trail.

I must note, however, that the City of Fairfax has done a poor job mapping a full bike route. For instance, project CFX-011 claims that "This project will convert Old Lee Highway into a regional multimodal corridor connecting the city with George Mason University to the south and Fairfax County and the Vienna Metro station to the north." But the project ends south of Fairfax Circle, leaving bicyclists a dangerous crossing of US 29/50 on their way from the northern terminus of the project to the Vienna Metro.

If NVTA has any leverage over the City of Fairfax, it should insist on through bicycle routes between the city and the I-66 and W&OD trails.
NVTA Website 5/23/2020 12:02 Gerard Hoffmann 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment:
I have been a resident of Prince William County on and off since 1987. Currently, my wife and I live in the lovely community of Four Seasons at Historic Virginia. This is an over 55 community. In other words, people move here to retire and live in peace and quiet. I am strongly against the Van Buren Road extension for the following reasons:
1. If Van Buren Road is extended, there is a strong possibility that the owner of the land right behind my property will build a large facility, involving many transport trucks, at all times of the day and night. I, and my wife, chose Prince William County for our retirement years. I see nothing about how long the construction project would be. Based on other projects in the county, I think it would take quite a few years! Imagine living in your twilight years with all of the construction noise from a road building project, followed by a building construction project along with access roads and loading ramps off of the Van Buren Road extension. It will not be peaceful and quiet for a long time, if ever. If Van Buren Road extension is approved, I, and many others, would move out of the county.
2. With a building with transport trucks behind our property, I have to think about how our homes would be devalued.
3. Extending Van Buren Road will dump a lot of traffic onto Cardinal Drive which already has enough traffic.

This e-mail was sent from a contact form on the NVTA Website (https://www.nvtaauthority.org/contact-us/)

Email 5/23/2020 12:01 Catherine Sullivan NOV-002 Arlington W&OD Trail Enhancements

Widen W&OD trail through Arlington for benefit of residents. There was never a better time or daily example of how efforts to reduce the spread of the SARS-Covid-19 virus could be achieved than by the widening of a trail used by so many in the region.

Yes

Email 5/23/2020 11:58 Parvis A NOV-002 Arlington W&OD Trail Enhancements

Six Year Program Written Comment:
As a user of the W&OD trail for more than 30 years, I heartily support further expansion of the W&OD dual trail plan in Arlington. The project will help reduce the significant congestion on the trail that has developed over the years and encourage increased use of multi-modal transportation. The concern raised about loss of trees seems a bit mis-guided as Dominion Ressources does not permit tree growth beneath their transmission corridor and reduction in the use of carbon emitting vehicles in favor of biking and walking will add significantly to the regions CO2 reduction goals.

Thank you.

Yes

Email 5/23/2020 11:53 AM John Perez 22025 PWC-025 Van Buren Road North Extension:

Six Year Program Written Comment:
I strongly oppose the allocation of any funding for the Van Buren Road extension proposal. My wife and I have lived in the Four Seasons community since 2004. We already have significant noise and air pollution adjacent to our eastern perimeter which will exacerbate the adverse impacts on Four Seasons' residents as well as neighboring communities and the environment as a whole. Safety and security will be compromised, home values reduced and quality of life degraded. For these reasons, I ask for your support in rejecting this proposed project.

This e-mail was sent from a contact form on the NVTA Website (https://www.nvtaauthority.org/contact-us/)

Yes

Email 5/23/2020 11:46 AM Krunal Sheth NOV-002 Arlington W&OD Trail Enhancements

Six Year Program Written Comment:
The bike path needs to be widened. There is obvious demonstration of want and need along this path. Any opposition against it is unfounded. If only people that are mad about trees or additional pavement got mad every time a new road is laid or new subdivision replaces a forest. They are—quite literally—robbing the forest for the trees when it comes to investing in our community. More bikes. More pedestrians. Fewer car trips.

Yes

Email 5/23/2020 11:38 AM Richard Haushild 22025 PWC-025 Van Buren Road North Extension:

Six Year Program Written Comment:
I am a resident of Montclair. Currently, and for many years new, Montclair's Waterway Drive has experienced cut-through traffic from Dale Blvd to I-295, which is especially heavy when delays exist on I-95. This cut-through traffic of non-residents must pass through an elementary school zone and is notorious for speeding. This project would finally bring an end to this dangerous situation. Thank you.

Yes
The Downtown Falls Church Multimodal Improvements project would increase accessibility and safety for pedestrians, bicyclists, and others by removing obstructions from and widening sidewalks, installing two new mid-block crossings, and improving visibility at six intersections and mid-block crossings along Park Avenue in central Falls Church. Many of our students travel through this section of our city each day on their way to our elementary, middle, and high schools on foot, by bike, by school bus, and by car. Our students and families also use Park Avenue to access the Falls Church City Community Center, Cherry Hill Park, the Mary Riley Styles library, our farmer’s market, and many of our city’s small businesses. The proposed improvements would enable safer routes in our schools; enhance connections to the City’s civic and recreational centers; support economic development; and reduce congestion by implementing infrastructure for multiple modes of transportation.

To Whom it May Concern:

The Falls Church School Board fully supports the grant applications submitted by the City of Falls Church for the West Falls Church Access to Transit and Multimodal Connectivity project (Application #CFC-006) and the Downtown Falls Church Multimodal Improvements project (Application #CFC-005).

The West Falls Church Access to Transit and Multimodal Connectivity project is located at the western edge of the City of Falls Church between the W&OD Trail and the Route 7 corridor. This is a very busy area, with students walking and cycling to and from Mary Ellen Henderson Middle School and George Mason High School; parents and employees driving to and from both schools; Fairfax County Public Schools students boarding and waiting buses for Kilmer Middle School and Marshall High School; and multimodal commuter traffic heading to the West Falls Church Metro Station, Tysons Corner, and other destinations along Route 7, I-495, and I-66. Anticipated growth, including mixed-use developments such as the Little City Commons, will attract additional residents and visitors to this area. The West Falls Church Access to Transit and Multimodal Connectivity project would fund construction of a new multi-use path and planting strip along Shreve Road between the W&OD Trail and Route 7, along with acorn-style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. These improvements will support safer walking, bicycling, and driving routes to and from Mary Ellen Henderson Middle School and George Mason High School. They will also encourage multimodal transportation and reduce traffic congestion, which will benefit both our local community and regional commuters.

The Downtown Falls Church Multimodal Improvements project would increase accessibility and safety for pedestrians, bicyclists, and others by removing obstructions from and widening sidewalks, installing two new mid-block crossings, and improving visibility at six intersections and mid-block crossings along Park Avenue in central Falls Church. Many of our students travel through this section of our city each day on their way to our elementary, middle, and high schools on foot, by bike, by school bus, and by car. Our students and families also use Park Avenue to access the Falls Church City Community Center, Cherry Hill Park, the Mary Riley Styles library, our farmer’s market, and many of our city’s small businesses. The proposed improvements would enable safer routes in our schools; enhance connections to the City’s civic and recreational centers; support economic development; and reduce congestion by implementing infrastructure for multiple modes of transportation.

One of the Falls Church City Public School Board’s top priorities is to ensure our students have a healthy and safe environment. These two proposed projects would help us meet our goals by enabling safer routes to school for our students, while also meeting the evolving multimodal transportation needs of our City and the nearby area. We urge you to fully fund the City of Falls Church’s applications CFC-005 and CFC-006.

Sincerely,

THE FALLS CHURCH SCHOOL BOARD

The Arlington W&OD Trail Enhancements project would involve improving visibility along the W&OD Trail by adding acorn-style lights and new bicycle and pedestrian crossings, improving visibility at six intersections and mid-block crossings along Park Avenue in central Falls Church. Many of our students travel through this section of our city each day on their way to our elementary, middle, and high schools on foot, by bike, by school bus, and by car. Our students and families also use Park Avenue to access the Falls Church City Community Center, Cherry Hill Park, the Mary Riley Styles library, our farmer’s market, and many of our city’s small businesses. The proposed improvements would enable safer routes in our schools; enhance connections to the City’s civic and recreational centers; support economic development; and reduce congestion by implementing infrastructure for multiple modes of transportation.

I am writing in support of the West Falls Church improvement project for Shreve Road. As a resident of the neighborhood, and a frequent user of Shreve Road, I am concerned about the safety of pedestrians, walkers and bikers on the path, and drivers. The road is very narrow and curvy, most of it without shoulders. I have a personal connection to this project as well: a dear friend of mine, and outstanding member of the community, Ms Mary Lee Tatum, was killed on Shreve Road many years ago now. She was apparently navigating a sharp turn in stormy conditions. The Shrevewood elementary school would also benefit greatly from improvements made.

I urge you to award the grant for this project and contribute to the safety of not only the neighborhoods that surrounds Shreve Road, but also the many people who use this road to get to both the metro and to Lee Highway.

The NVTA Website comments suggest support for projects like the Van Buren Road Extension, with comments such as:

- Please run the Van Buren Extension. We have waited for the extension and PWC needs relief from our traffic burden.
- Support extending the road from van buren to Benta Fitzgerald. There needs to be more north-south local roads.
- I support the Van Buren extension to Rt 234. Very much needed for drivers and the Montclair neighborhood that has been adversely affected by traffic growth due to development. As a community with schools and thousands of children and families, we need this extension to reduce traffic in our community.
Dear Sir or Madam:

Email 5/23/2020 11:26 Deshundra Jefferson
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Dear Sir or Madam:

Please consider fully funding the Van Buren Road North Extension that would connect Route 234 to Cardinal Drive. Waterway Drive in Montclair is often used as a short cut between Route 234 and Cardinal Drive, even though Waterway wasn’t built to accommodate heavy traffic.

Furthermore, the Van Buren Extension has long been a part of the Prince William Comprehensive Plan, however, the County has not had the funds to implement the extension.

I realize that there are several urgent needs and thank you for your time.

Zip code: 22025

Yes

NVTA Website 5/23/2020 11:26 AM Debra Gutierrez
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Yes

Six Year Program Written Comment: The Van Buren Road North Extension description is full of false claims. First of all it will cause more traffic issue for the region rather then reduce it, plus provide away for truck to avoid the truck weight station on 95. Route 234 is becoming extremely dangerous for residents of Prince William County. Traffic (pre epidemic) has gotten out of hand, the intersection of 234 & the proposed Van Buren Rd is already an accident waiting to happen. This additional traffic would make Dumfries a disasters place for families to live. The county would be best investing in Route 1 and helping develop the Dumfries quarter into a modern area people would want to live in rather then avoid. This proposed project would ruin this area and make Prince William County the joke of VA.

Dear Northern Virginia Authority,

Email 5/23/2020 11:11 Valerie Hauser
CFC-006 West Falls Church Access to Transit and Multimodal Connectivity
Yes

As a resident of the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity Application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community regularly uses the pathway for access to Metro and retail but the design of the road puts our families in danger. As a Metro commuter that uses Shreve Road to get to the West Falls Church Metro, I can attest to the unsafe conditions of this portion of Shreve Road. In fact, earlier this year, the Virginia Department of Transportation reduced the speed limit along this portion of the road because of the high number of accidents in this area. However, without the funding from this grant, there will not be adequate resources to advance multimodal transportation in a safe and efficient manner.

The expansion of commercial development, while a benefit to the community, will only increase the danger to our community without the development of adequate safety measures. Our community needs adequate capacity for pedestrian and bicycles without which we will be forced to take more trips in our vehicles. More vehicular traffic will only serve to increase pollution and safety risks for this community.

Dear County Board Members,

Email 5/23/2020 11:09 AM Matt Dykstra
NOV-002 Arlington W&OD Trail Enhancements
Yes

I am writing in support of the Board’s approval of the resolution of support for NOVA Parks application to the Northern Virginia Transportation Authority (NVTA) for the Fiscal Year (FY) 2024 and FY 2025 NVTA Six Year Program (SYP) Update for regional transportation funding (pulled Consent Item 25). My family and I have enjoyed using the W&OD Trail in multiple jurisdictions for a variety of recreation and transportation purposes, and agree that widening it would improve the trail.

Widening the trail - in conjunction with other efforts underway to provide greater bicycle/pedestrian connectivity - encourages people to continue to enjoy the trail for recreation, while also providing a viable method for people to use the trail as part or all of a commute via bicycle (as I have for many years). Providing this balance of transportation options decreases reliance on cars (especially on I-66), and widening the trail to support higher volumes has a far lower environmental impact than continuing to widen regional roadways, or causing people to use their cars in an effort to find lower-volume trails for recreation. Because NOVA Parks is managing this effort, moving forward with this process is a fiscally responsible way to find more space for safe walking and biking in Arlington.

For these reasons, I support the draft resolution and moving forward with widening the W&OD Trail in Arlington.

Thank you for your time and your service.

Zip code: 22025

Yes

NVTA Website 5/23/2020 11:08 Linda Arvin
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
Yes

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

Email 5/23/2020 10:17 AM Ariadne Autor 22046 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Dear Support,

As a longtime resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Our family walks along Shreve Road to access a recreation area at Buckle. Our son works at Poplar Heights in the summer and also attends nearby George Mason School so we are frequently in the area and witness dangerous traffic.

Yesterday evening, we counted several cars racing at a high rate of speed along the curve where one of our fellow Poplar Heights pool members was tragically killed last summer on a walk to a nearby ice cream store. Children and teens who play in the park, go swim or play tennis often travel by bicycle or on foot in the area which has become increasingly risky. Many of the area high school students who live nearby walk to George Mason High so mornings and evenings after events can be especially perilous on this stretch of the road.

Transportation improvements along this portion of Shreve Road are greatly needed. We see this route daily as pedestrians as well as drivers, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. We can see the problem already with so much construction and development in the area, and that is even during the pandemic when traffic should theoretically be lighter. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Thank you for your consideration.

Ariadne Autor

Email 5/23/2020 10:01 AM Guinevere Rowell 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Dear Members of the Northern Virginia Transportation Authority:

I am write in support of including NOVA Parks application for Arlington W&OD Trail Enhancements in the current NVTA Six Year Program.

While our family currently lives in DC, we plan to leave the city within 3 years, and adding infrastructure that allows families to travel by means other than a car will be a major factor in our decision on where to live next.

Thank you for your consideration.

Drew Paulson

Email 5/23/2020 10:01 AM Sam and Dawn Fratini 22046 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Thank you,

Sam and Dawn Fratini

Email 5/23/2020 9:54 Carrie O’Brien 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Hello - please add the W&OD trail in Arlington. The congestion on the trail has gotten dangerous and it needs to be widened.

Email 5/23/2020 9:48 Robert Grabner 22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment:

I am not in favor of Van Buren Road North project as it will severely impact the lives of people living in BSD homes in the Four Season’s community.
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/23/2020 9:41</td>
<td>Zachary Schrag</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA,</td>
<td>As an Arlington resident, I support the proposed separation of bike and pedestrian paths on the W&amp;OD in Arlington and elsewhere. Prior to the epidemic, I was a bike commuter on other stretches of the W&amp;OD, as well as a recreational cyclist. The W&amp;OD is a magnificent regional asset for both transportation and exercise, and its value would be increased by separating bicycle and foot traffic wherever possible. Providing alternatives to automobile transportation would benefit the environment, despite the loss of a few trees along the right of way.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 9:55</td>
<td>Julia Critchfield</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>No, I am against the study for constructing the road, and I am against the construction of the road. It borders on my community and will have a negative effect on our community and home values. Julia Critchfield</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 9:35</td>
<td>Sabrina Capannola</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Hi, my wife and family are prolific users of the W&amp;OD trail and strongly support its expansion and widening. We use the trail several times a week, even during winter months and recommend widening the trail. The combination of families with kids and pets, runners and cyclists creates too much congestion that leads to dangerous conditions. Having dedicated cycling lanes allows pedestrians and runners to enjoy the trail, especially as our W&amp;OD trails have become more congested. Moreover, we should be making every effort to expand commuting options in the W&amp;OD and expanding and widening the trail system is the most effective way to get people out of their vehicles. We have lived in NOVA for almost 30 years and will consider retiring here. One of our top reasons is the W&amp;OD trail system that allows us to enjoy the outdoors! We are willing to pay additional taxes to support the trail expansion and widening, more so than supporting additional roads!</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 9:27</td>
<td>Steve Barrett</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Hi, I am writing to ask that you include the NOVA Parks application for Arlington W&amp;OD Trail Enhancements in the current NVTA Six Year Program. I have used the W&amp;OD since moving here for law school in 1997. While it was initially for my own recreation, my use of the trail has grown from those solo outings to now include rides with my wife and our three children. And it seems that everyone else has grown in their appreciation for and use of the W&amp;OD trail in Arlington - as it's getting quite crowded. It's so crowded that it's usually around this time of year that I stop letting my kids ride on the trail. They're pretty competent riders, but with other cyclists threading the needle or families walking five wide, their safe navigation of the trail is sometimes in question. So no trail for them until the fall, when traffic thins a bit. I recognize that there are some who oppose this project. I urge you to dismiss their objections. First, NOVA Parks has not designed the trail widening, because it does not yet have funding for the project. As a result, the environmental devastation they've conjured up is a product of their own imaginations, and not any existing trail plans. I trust that any eventual design will comply with all federal, state, and local environmental protections. There are more than enough safeguards built into the process to address any environmental concerns. Parks exist to be enjoyed by people. Reasonably widening the W&amp;OD in this spot would permit more people to use the trail year round. For these reasons, I support NVTA funding the application by NOVA Parks for the Arlington W&amp;OD Trail Enhancements. Thank you for your time and consideration, Steve Barrett &amp; the family of five.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 9:25</td>
<td>Connie Holt</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>If any road that needs to finished it is, Van Buren Rd in Eastern Prince William County. I've has had many major accidents within the decade. R1 then becomes a parking lot. Another North to South roadway would ease tons of traffic on Minneola Rd and Waterway. They keep building but there is not enough roadway to handle the building or accidents that happen in that area. Please, finish Van Buren as it was orginally planned to connect to 234.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/23/2020 9:25</td>
<td>Sabrina Capannola</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Greetings, The W&amp;OD trail is one of the true community gems of our region. The foresight that went into its establishment as well as the enhancements over the years have served users exceedingly well. I am strongly in favor of the proposed trail widening project to make this valuable resource better aligned with the increased volume it has seen over its existence. I have been a daily user of the trail since the 1990’s for dog walking, running and biking. While my primary use of the trail is bike commuting to DC from the West Falls Church area, I used the trail hundreds of times with family members ranging in age from birth to the elderly. Over the years, while I have been pleased to see the increased use of the trail, the increased ‘traffic’ has created some unsafe conditions, especially in Falls Church. Afternoon and weekend times on the trail are especially busy, to the point where I discourage my elementary and middle school children using the trail for safety reasons. Widening the trail is aligned with social and environmental objections. Most areas of the trail and the areas under consideration for widening are free of trees due to the power lines. While I am very sensitive to the concerns of slowing trees and believe the project planners should take this into consideration for planning, the benefits of trail expansions greatly outweigh the perceived negatives. A widened trail will serve so many for decades and prove once again that W&amp;OD planning is done with the future in mind. I am sure people will look back and see how right it was. Thank you for your consideration, Sabrina Capannola.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
Email 5/23/2020 9:23
Kevin Geraghty
NOV-002 Arlington W&OD Trail Enhancements
This is an important commuting thoroughfare that from a per commuter perspective is dramatically more cost effective than roads. Additionally, per commuter it requires a much smaller footprint of non-permeable surface. The objection based on increased permeable surface is misleading since the more people you take off the roads and out of cars the less surface is required. The increase in safety from widening will result in increased use of the trail as new commuters start to feel more comfortable with cycling as a solution for commuting. It also significantly benefits recreational users who are unable to maintain safe overtaking on narrow parts of the trail. In the Netherlands every euro spent on facilitating cycling is associated with four euros in economic growth. So reduced non-permeable surface, reduced road congestion, reduced traffic exhaust, reduced health costs from traffic accidents and smog related respiratory disease, improved health of commutants from fitness, improved recreational environment, expanded local economic activity to support changing local commuting and recreation activity and a promotion of a lifestyle that supports the mental health benefits of outdoor, active commuting and recreation rather than road rage. This is a great opportunity for Northern Virginia.

Email 5/23/2020 9:21
Janet and Chris Easton
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
We strongly urge funding of the Cardinal Drive to 234 extension of Van Buren Road. This is a critical connector between large commerce areas of PWC to the major North South connector of 234. It will ease traffic flow through the major suburban housing area of Montclair.

Email 5/23/2020 9:20
Christy Wahle
NOV-002 Arlington W&OD Trail Enhancements
I am writing to express my strong support for the "Arlington W&OD Trail Enhancements" project sponsored by NOVA Parks. As a local resident (grew up in Fairfax, spent 5 years in Clarendon and the past 5 in Alexandria) and frequent user of the W&OD and other trail systems in the area I have long hoped the existing trails would be widened, as systems in other counties, states, and countries are, to provide a safer and more appropriate venue for the high volume mixed use of the trails. I use the trails for bike commuting, recreational biking, walking, and have logged many miles of marathon training along the trails as well. Despite attempts at trail etiquette, with the variety of walkers, strollers, dogs on leashes, runners and bikers, or can be challenging to navigate. It would be a significant enhancement to widen the trail and provide separation between bikes and pedestrians. The trails have an amazing benefit for the communities, not just those immediately adjacent, but also for those who traverse longer distances from neighboring communities. Please support the proposed enhancements.

Email 5/23/2020 8:59
Edward Passino
NOV-002 Arlington W&OD Trail Enhancements
I support dual trails in Arlington.

Email 5/23/2020 8:56 AM
Ed Passino
NOV-002 Arlington W&OD Trail Enhancements
I support Arlington dual trails. Let's do this.

Email 5/23/2020 8:54 AM
Jande Passino
NOV-002 Arlington W&OD Trail Enhancements
I support dual trails in Arlington. Let's do this.

Email 5/23/2020 8:55
Chris Guthrie
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
I support dual trails in Arlington. Yes

Email 5/23/2020 8:54 AM
Darryl Branting
NOV-002 Arlington W&OD Trail Enhancements
I just want to voice my support to the project(s) of widening the W&OD trail.

Email 5/23/2020 9:17
Joe Ganley
NOV-002 Arlington W&OD Trail Enhancements
I am writing to voice my support for the proposed widening of the W&OD in Arlington. I understand and sympathize with the concerns over removing greenspace and replacing it with pavement, but I believe that these losses are far outweighed by increasing enablement of human-powered commuting and transportation.

Email 5/23/2020 8:59 AM
Edward Passino
NOV-002 Arlington W&OD Trail Enhancements
Support dual trails in Arlington.

Email 5/23/2020 8:58 AM
Thomas Johnson
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
In 2019, Four Seasons Community was successful in having the Van Buren Road design and construction removed from the County’s transportation bond referendum as this road will have a significant negative impact on my community in general, and more specifically on the community’s property values, quiet enjoyment, nature trail, and community security. An impact that we should not have to experience at this stage of our lives. Stop this lunacy. Go screw someone else. Let us live our remaining years in peace.

Email 5/23/2020 8:56 AM
Ed Passino
NOV-002 Arlington W&OD Trail Enhancements
Support Arlington dual trails. Get it done.

Email 5/23/2020 8:55
Chris Guthrie
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
We really need this road. Right now there is excessive speeding through Montclair as a bypass and it’s dangerous. A direct access road is a better solution.

Email 5/23/2020 8:54 AM
Jande Passino
NOV-002 Arlington W&OD Trail Enhancements
Support dual trails in Arlington. Let’s do this.

Email 5/23/2020 9:23
Kevin Geraghty
NOV-002 Arlington W&OD Trail Enhancements
This is an important commuting thoroughfare that from a per commuter perspective is dramatically more cost effective than roads. Additionally, per commuter it requires a much smaller footprint of non-permeable surface. The objection based on increased permeable surface is misleading since the more people you take off the roads and out of cars the less surface is required. The increase in safety from widening will result in increased use of the trail as new commuters start to feel more comfortable with cycling as a solution for commuting. It also significantly benefits recreational users who are unable to maintain safe overtaking on narrow parts of the trail. In the Netherlands every euro spent on facilitating cycling is associated with four euros in economic growth. So reduced non-permeable surface, reduced road congestion, reduced traffic exhaust, reduced health costs from traffic accidents and smog related respiratory disease, improved health of commutants from fitness, improved recreational environment, expanded local economic activity to support changing local commuting and recreation activity and a promotion of a lifestyle that supports the mental health benefits of outdoor, active commuting and recreation rather than road rage. This is a great opportunity for Northern Virginia.

Email 5/23/2020 9:21
Janet and Chris Easton
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
We strongly urge funding of the Cardinal Drive to 234 extension of Van Buren Road. This is a critical connector between large commerce areas of PWC to the major North South connector of 234. It will ease traffic flow through the major suburban housing area of Montclair.

Email 5/23/2020 9:18
Darryl Branting
NOV-002 Arlington W&OD Trail Enhancements
I just want to voice my support to the project(s) of widening the W&OD trail.

Email 5/23/2020 9:17
Joe Ganley
NOV-002 Arlington W&OD Trail Enhancements
I am writing to voice my support for the proposed widening of the W&OD in Arlington. I understand and sympathize with the concerns over removing greenspace and replacing it with pavement, but I believe that these losses are far outweighed by increasing enablement of human-powered commuting and transportation.

Email 5/23/2020 8:59 AM
Edward Passino
NOV-002 Arlington W&OD Trail Enhancements
Support dual trails in Arlington.

Email 5/23/2020 8:58 AM
Thomas Johnson
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
In 2019, Four Seasons Community was successful in having the Van Buren Road design and construction removed from the County’s transportation bond referendum as this road will have a significant negative impact on my community in general, and more specifically on the community’s property values, quiet enjoyment, nature trail, and community security. An impact that we should not have to experience at this stage of our lives. Stop this lunacy. Go screw someone else. Let us live our remaining years in peace.

Email 5/23/2020 8:56 AM
Ed Passino
NOV-002 Arlington W&OD Trail Enhancements
Support Arlington dual trails. Get it done.

Email 5/23/2020 8:55
Chris Guthrie
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive
We really need this road. Right now there is excessive speeding through Montclair as a bypass and it’s dangerous. A direct access road is a better solution.

Email 5/23/2020 8:54 AM
Jande Passino
NOV-002 Arlington W&OD Trail Enhancements
Support dual trails in Arlington. Let’s do this.
Erwin Soto 5/23/2020 8:54

Email 5/23/2020 8:54 Erwin Soto 22043 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Comments

- strongly support the West Falls Church Access to Transit and Multimodal Connectivity grant application.
- The project is in my neighborhood, and transportation improvements along this portion of Shreve Road are greatly needed. The design of the road and lack of protection puts us and our neighbors in danger when we use the pathway for access to metro and retail. There will not be adequate protection to advance the use of multimodal transportation without the investments from this grant application.

Support: Yes

Email 5/23/2020 8:52

Thomas Reich 5/23/2020 8:52

Arlington W&OD Trail Enhancements

The proposal to widen portions of the W&OD trail in Arlington County is long overdue. Conditions along that part of the trail — even before the pandemic — were quite crowed, and the risk of serious accidents between cyclists and pedestrians was growing. This danger won't go away. Bravo to the NVFA for proposing this modernization of the trail.

Support: Yes


Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment: Please approve the Van Buren extension. This is much needed as an alternate north south route, especially when 95 is congested.

Support: Yes

Email 5/23/2020 8:49

Patrick McGinley 5/23/2020 8:49

Arlington W&OD Trail Enhancements

- strongly support dual trails in Arlington.

Support: Yes


Van Buren Road North Extension: Route 234 to Cardinal Drive

Enhancements

I strongly support dual trails in Arlington.

Support: Yes

Email 5/23/2020 8:45 AM greglebo

Yes


Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment: Please approve the Van Buren extension to reduce traffic on Waterway Drive and U.S. Route 1, and to provide an alternate route for "tail-out" traffic from Interstate 95 when congested. Thank you.

Support: Yes

Route 234 to Cardinal Drive

‐‐‐

Steve Connor 5/23/2020 8:31

Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment: I strongly support the project to connect Cardinal Drive to Route 234 from Benita Fitzgerald to Van Buren.

It’s a disgrace that people who moved into communities like Four Seasons AFTER the plan was on the books have been able to postpone it this long, driving interstate traffic up Cardinal and through Montclair, literally killing our neighbors.

‐‐‐

No

I support dual trails in Arlington.

Support: Yes


Van Buren Road North Extension: Route 234 to Cardinal Drive

Enhancements

I've lived in Northern Virginia my whole life. I am an avid biker and runner. The W&OD is one of the best features of the area. It's popularity and use seems to have grown significantly over the past 30 years. The current path is simply not wide enough to accommodate all of the users. It's not simple crowded it is dangerous. A wider path, and certainly separate bike and run/walk lanes would really help. And, anything to help storm water runoff would also be a bonus, as it is our responsibility to protect our rivers and streams. The value widening the path would have to our community, and environment, would be fantastic.

Support: Yes

Email 5/23/2020 8:16

Ian McCarthy 5/23/2020 8:16

Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment: I strongly support Van Buren Road extension to Rt. 234. It will eliminate the last noise buffer between I-95 and Montclair where traffic noise is already an issue. It will concentrate traffic on 234 at a single access point adjacent to the I-95 exit further increasing traffic on 234 at that point. It will not likely deter commuters from continuing to use Montclair as a cut through to access Rt. 234. Vote NO.

Support: Yes

I support dual trails in Arlington.

Support: Yes

NVTA Website 5/23/2020 8:08 AM Erin Willett 5/23/2020 8:08 AM

Van Buren Road North Extension: Route 234 to Cardinal Drive

Enhancements

I've lived in Northern Virginia my whole life. I am an avid biker and runner. The W&OD is one of the best features of the area. It's popularity and use seems to have grown significantly over the past 30 years. The current path is simply not wide enough to accommodate all of the users. It's not simple crowded it is dangerous. A wider path, and certainly separate bike and run/walk lanes would really help. And, anything to help storm water runoff would also be a bonus, as it is our responsibility to protect our rivers and streams. The value widening the path would have to our community, and environment, would be fantastic.

Support: Yes

Email 5/23/2020 7:58

Thomas Reich 5/23/2020 7:58

Arlington W&OD Trail Enhancements

The proposal to widen portions of the W&OD trail in Arlington County is long overdue. Conditions along that part of the trail — even before the pandemic — were quite crowed, and the risk of serious accidents between cyclists and pedestrians was growing. This danger won't go away. Bravo to the NVFA for proposing this modernization of the trail.

Support: Yes

Email 5/23/2020 7:54

Ian McCarthy 5/23/2020 7:54

Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment: Please approve!! Application Number PWG-025 SPA Number Transaction ID Number 273 Submitting Jurisdiction/Agency Prince William Co Location Requested NVTA Funds $8,000,000 NVTA Funds Approved Previous NVTA Funds Received $0 Total Cost to Complete Project $80,000,000 Project Location Primary Model(Secondary Model(s)) Between Rte. 234 and Cardinal

Support: Yes
Six Year Program Written Comment:

Widening the trail will reduce congestion on I-66 and other streets in Northern Virginia. This congestion comes at an affordable price. I fully support the analysis from your staff that this project would have significant Congestion Reduction Relative to Cost – if anything, I think staff understated the congestion reduction.

I recognize that you have heard from a vocal minority who oppose this project. I also trust that you know that their claims are unfounded and inappropriate for this part of the process. As you know, this project is designed not to harm a vital resource, because it does not yet have funding for the project. Thus, we do not know exactly what impact the designs will have on the natural environment. We do know that the trail sits largely below power lines, with significant distances between what is now paved and any times or natural area. Thus, it stands to reason that the few trees and natural areas would be impacted. There are more than enough safeguards built into the process to address the concerns of those vocal minorities.

I cannot lose sight of the benefits of this project. Widening the trail will allow more people to get around without a car, which will reduce emissions and demand for asphalt elsewhere. In other words, widening the trail will have environmental benefits. Consistent with Arlington’s commitment to Vision Zero, widening the trail will improve the safety on this important part of Arlington’s transportation network. Widening the trail will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion today, which will bring public health benefits outweight any impact. For these reasons, I support NVTA funding the application by NOVA Parks for the Arlington W&OD Trail Enhancements.

NVTA Website
5/23/2020 8:11
Alex Glenn
22303
NOV-002 Arlington W&OD Trail Enhancements

I support dual trails in Arlington.

NVTA Website
5/23/2020 8:10
Alex Glenn
22303
NOV-002 Arlington W&OD Trail Enhancements

Yes

Email
5/23/2020 8:10
Alex Glenn
22303

NVTA Website
5/23/2020 8:10
Jeffrey Cobb
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I strongly support the extension of Benita Fitzgerald Drive to VA 234.

NVTA Website
5/23/2020 8:05
Diana Miller
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Please approve the Van Buren extension project. This will decrease the traffic now routing through Waterway Drive which has endangered pedestrians and residents for several years and a 35 mph road (which most are running at 45-50 mph or faster) is not meant to carry the load of overflow. We have many young families who walk and ride Waterway drive sidewalks and crosswalks. We need safety and our quiet community back!

Email
5/23/2020 7:58
Kelly Castro
22206

I support dual trails in Arlington.

Email
5/23/2020 7:51
John

Can’t wait to see the designs!

Email
5/23/2020 7:43
Danielle Endler
22025

I support dual trails in Arlington.

Email
5/23/2020 7:40
Brian Knight
22025

I support dual trails in Arlington.

Email
5/23/2020 7:33
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support the VanBuren to Benita Fitzgerald connector project.

Email
5/23/2020 7:28
Kelly Castro
22206

I strongly support the extension of Benita Fitzgerald Drive to VA 234.

Email
5/23/2020 7:26
Diana Miller
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I strongly support the extension of Benita Fitzgerald Drive to VA 234.

Email
5/23/2020 7:26
Kelly Castro
22206

I strongly support the extension of Benita Fitzgerald Drive to VA 234.

Email
5/23/2020 7:24
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 7:21
Jeffrey Cobb
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Please approve the Van Buren extension project. This will decrease the traffic now routing through Waterway Drive which has endangered pedestrians and residents for several years and a 35 mph road (which most are running at 45-50 mph or faster) is not meant to carry the load of overflow. We have many young families who walk and ride Waterway drive sidewalks and crosswalks. We need safety and our quiet community back!

Email
5/23/2020 7:21
Kelly Castro
22206

I support dual trails in Arlington.

Email
5/23/2020 7:20
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 7:19
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I strongly support the extension of Benita Fitzgerald Drive to VA 234.

Email
5/23/2020 7:15
John

Can’t wait to see the designs!

Email
5/23/2020 7:13
Danielle Endler
22025

I support dual trails in Arlington.

Email
5/23/2020 7:10
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 7:08
Kevin Fitzpatrick
22025

I support dual trails in Arlington.

Email
5/23/2020 7:05
Diana Miller
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment:

I strongly support the extension of Benita Fitzgerald Drive to VA 234.

Email
5/23/2020 7:02
Jeffrey Cobb
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 7:00
Jeffrey Cobb
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 6:58
Kelly Castro
22206

I support dual trails in Arlington.

Email
5/23/2020 6:56
Erik Boese
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Please approve the Van Buren extension project. This will decrease the traffic now routing through Waterway Drive which has endangered pedestrians and residents for some time. A 35 mph road (which most are running at 45-50 mph or faster) is not meant to carry the load of overflow.

Email
5/23/2020 6:51
John

Can’t wait to see the designs!

Email
5/23/2020 6:48
Chris French
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 6:46
Erin Geraci
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 6:46
Susan Mace
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 6:44
Danielle Endler
22025

I support dual trails in Arlington.

Email
5/23/2020 6:40
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.

Email
5/23/2020 6:33
Colleen Sullivan
22025
PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I support dual trails in Arlington.
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
NVTA Website | 5/23/2020 7:31 | Gayle Bassick | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I am opposed to funding the Van Buren Road North project. It will have a substantial negative effect on my house value, my quality of life and the enjoyment of my community! | No
NVTA Website | 5/23/2020 7:29 AM | Mike Dobson | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I live in Monticlar community for about 20 years and I have noticed that the traffic is on the rise during the rush hours thru Monticlar. I am concerned about our safety in the community. I support an alternate path from 7234 to Dale City Blvd without pushing traffic onto Route 1 or thru Monticlar. | Yes
NVTA Website | 5/22/2020 6:57 | Jennifer Walker | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I am writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a local resident, there are not enough North – South local roads. With new homes being built each year in PWC, there is little infrastructure improvements to accommodate the increased local traffic. As you well know, the burden to elevate traffic congestion and increase traffic flow rests on us all. And the solution is not just one step but hundreds. This extension is a critical step among many in the county. | Yes
NVTA Website | 5/23/2020 6:38 | Elaine Mills | 22024 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 22024 Six Year Program Written Comment: KVTA FY 2020/25 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED-ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM KVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: Environmental Destruction--No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface--The project will add almost two acres of impermeable paved surfaces, thereby creating additional runoff, which will increase flooding and sewage backup in low areas of the County. More Traffic--The project will add almost two acres of impermeable paved surfaces, which will increase traffic volumes throughout the County. | No
Email | 5/23/2020 5:59 AM | Henry Dunbar | 20025 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 20025 Six Year Program Written Comment: I strongly support funding for widening the trail in heavily congested areas. I promote the trail often to friends and fellow runners, riders, and walkers, and have seen the benefits of separate facilities in other places (namely Vancouver). They work so much better when conflict is reduced. Please approve the funding. | Yes
NVTA Website | 5/23/2020 3:22 | Cynthia Gray | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: You MUST connect Benita/Van Buren through! This is MUCH overdue. | Yes
Email | 5/23/2020 2:35 | Jamie Marshall | 20025 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 20025 Six Year Program Written Comment: The expansion of the W&OD trail is more necessary than ever for the Northern Virginia community. Parts of the trail were already overcrowded before the pandemic, and the increased traffic is threatening the usefulness of the trail. I fully support the expansion, especially with rainwater drainage friendly tech. I hope to be riding on the widened trail soon, JamesonMarshall | Yes
NVTA Website | 5/23/2020 2:34 | Caroline Hemmeway | 20171 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 20171 Six Year Program Written Comment: Absolutely support widening W&OD and I applaud this program. There are dozens of reasons, among them that because of its growth in popularity it needs more space to accommodate both foot and wheeled traffic along its entire distance. This will make it safer for everyone, from little kids to dog walkers to cyclists of every speed. I am an example of them all. | Yes
Email | 5/23/2020 1:45 | Jiwaa Hanza | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I am writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a local resident, there are not enough North – South local roads. With new homes being built each year in PWC, there is little infrastructure improvements to accommodate the increased local traffic. As you well know, the burden to elevate traffic congestion and increase traffic flow rests on us all. And the solution is not just one step but hundreds. This extension is a critical step among many in the county. | Yes
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
NVTA Website | 5/23/2020 1:37 AM | Aurora nui | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I am a resident of Montclair. I love the community and the safety my children have when they would walk to and from school. Last year, my fifth grader was patrolled and witnessed road rage as he manned his post. It happened on the corner of waterway and silven glen. To this day my son has fear of getting harmed by reckless drivers. The amount of traffic there is while our children cross the street from school is terrifying. There have been many accidents on waterway towards Avon, one of which involved a fire truck. We have to have some offset of traffic to help with the congestion in our community. There are growing families here and I would hate for an incident involving a pedestrian to occur. Please consider this extension. Regards, A concerned mother | Yes

NVTA Website | 5/23/2020 1:04 | Emma Young | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Please give your full support to Application PWC-025, Van Buren Road North Extension. For Eastern Prince William County this extension is important for us to reach quickly and safely from one end of town to another. Currently, traffic is routed through serpentine roads and many, trying to shorten the time, rush through, resulting in numerous accidents and harming pedestrians and cyclists. In addition, this extension would enable emergency services to have better access. I cannot urge you enough to give this high priority. Thank you! | Yes

NVTA Website | 5/23/2020 0:37 | Adam Bowling | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I write in favor of the Van Buren Road North Extension: Route 234 to Cardinal Drive in Prince William County because we need another north/south connector road here. This was planned a while back, because it was needed to ease congestion. The thru traffic on Waterway Drive (that goes past two Elementary schools) is horrible, and folks speed on this residential road through the Montclair neighborhood all the time. Building this connector road will help ease the traffic on Waterway Drive and provide a safer connection from 234 to Cardinal. Please build this road as soon as possible! Thanks! Rev. Adam C. Bowling | Yes

NVTA Website | 5/23/2020 0:11 | Karen McReynolds | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I am writing to express my support for the van buren/benita fitzgerald extension. | Yes

Email | 5/22/2020 11:53 PM | Patricia Knusie | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. | Yes

NVTA Website | 5/22/2020 11:47 PM | Mary Turner | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I am writing in support of the Van Buren extension project in Prince William County between 234 and Cardinal Dr. As a resident of Montclair, I daily see the increase in cut through commuter traffic through our residential neighborhood, which makes me unwilling to have my children walk on the sidewalks in our neighborhood. The Van Buren extension would safely increase the through ways in our area and cut down on traffic and accidents in our residential area. | Yes

Email | 5/22/2020 11:43 PM | El Colonel | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I agree the Van Buren connector should be built. There is not enough options for traffic from Dale city to 234. When 95 gets backed up, Waterway becomes a thoroughfare and has way too much traffic on it of people trying to cut through | Yes

NVTA Website | 5/22/2020 11:20 PM | Nail Sanfilben | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: We have lived in Montclair for over 35 years and have been told that the racing down Waterway, truck traffic and I95 by-pass traffic will improve with the Van Buren completion for many many years by our former supervisor. Before the housing area off of Cardinal was approved I was led to believe once those homes were built, so would the extension. We all had hope, faith and believed in what we were told. Please complete this vision. Our community has been patient long enough. | Yes

Email | 5/22/2020 11:19 PM | Sue Trower | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I strongly support the Van Buren Connector from Benita Fitzgerald to Rt 234. I have lived at the corner of Northgate & Waterway in Montclair for 30 years. The increase of through traffic and the speeding continues to be a problem. Along with the numbers of accidents, I see residents literally running for their lives when attempting to cross Waterway on foot. Please support the Montclair residents and put this project on the 6 yr program. Thank you. | Yes

NVTA Website | 5/22/2020 11:34 | Jere Beatty | Other | Other | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I am in favor of the improvement to Woodbridge. No comment for other areas. Additionally, in favor of any improvement for the traffic problem on 95 southbound at Occoquan where the lane mergers cause severe bottleneck. | Other
Six Year Program Written Comment: Please build the 234 (Dumfries Rd) to Dale Blvd connection.

As a resident and mother in Montclair I have over the last 20 years watched as traffic on Waterway Dr has gotten worse. There are to many cars and the speeding is out of control. Our neighborhood speed limit is 35, quite often people are doing about 50. My children and I have almost been hit to many times by people going to fast and not stopping for pedestrians.

In the school zone its almost impossible to get cars to slow down.

We need relief from the traffic. Our neighborhood was never intended to handle the amount of traffic we have everything day.

I am in favor of the proposed Van Buren road to alleviate traffic between 234 and Dale City.

Yes

Email
5/22/2020 12:59
Allan Hsu
22043
PWC-025
Van Buren Road North Extension: Route 234 to Cardinal Drive

To Whom It May Concern,

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Allan Hsu

Yes

Email
5/22/2020 10:51 PM
K Miller
22025
PWC-025
Van Buren Road North Extension: Route 234 to Cardinal Drive

Please more forward with the Van Buren extension project ASAP. Our family of five lives in Montclair and regularly walk down Waterway Dr for our children to get to school (Henderson Elementary) as well as our playgrounds and parks. The traffic is extremely heavy and nearly all vehicles on Waterway Dr exceed the speed limit. It is extremely dangerous to walk on the sidewalk on Waterway Dr, as it is near the roadway and vehicles have breached the sidewalk area multiple times in the past year. I fear for the safety of my young children and myself while simply walking down the street. My children also have to cross the busy Waterway Dr in order to get to school twice per day, which is a daily worry for my husband and I. I have personally witnessed vehicles disregard the posted crossing guards and nearly hit schoolchildren in the crosswalk. Extend Van Buren now to cut down on through traffic on Waterway Drive, where families with young children live and walk every day.

I strongly support the Van Buren extension on Route 234 in Prince William County. I believe it will reduce traffic in local neighborhoods while decreasing congestion on the Route 1 corridor, which is a win for the entire area.

I strongly support the Van Buren extension on Route 234 in Prince William County. I believe it would reduce traffic in local neighborhoods while decreasing congestion on the Route 1 corridor, which is a win for the entire area.

I strongly support the Van Buren extension on Route 234 in Prince William County. I believe it would reduce traffic in local neighborhoods while decreasing congestion on the Route 1 corridor, which is a win for the entire area.

Yes

Email
5/22/2020 22:51
Megan Rubocki
22025
PWC-025
Van Buren Road North Extension: Route 234 to Cardinal Drive

As a Montclair resident who needs to use Waterway Drive, I strongly urge you to prioritize the connection of Van Buren to Bonita Fitzgerald and Cardinal. There has been increased traffic and noise on Waterway Drive, not to mention speeding. Pedestrian walkways along Waterway are frequently used and it's important to increase safety for our families by eliminating through traffic. Completion of this planned extension is critical.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Yes

Email
5/22/2020 22:41
Bauer, Manread
ZEV-002
Arlington W&OD Trail Enhancements

Support dual trails in Arlington

Page 53
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
Email | 5/22/2020 22:41 | Marlead Bauer | NOV-002 | Arlington W&D Trail Enhancements | support dual trails in Arlington | Yes

NVTA Website | 5/22/2020 22:37 | Dolores Weikert | 22025 | PW-025 | Van Buren Road Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I oppose the Van Buren Road Design Project as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. | No

NVTA Website | 5/22/2020 22:30 | Douglas Nolan | 22025 | PW-025 | Van Buren Road Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I really think the Van Buren road extension project needs to be green-lighted. It would ease traffic along cardinal road and possibly lighten Route 1 up as well. | Yes

NVTA Website | 5/22/2020 22:03 | Joseph Perez | 22025 | PW-025 | Van Buren Road Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: Good evening. I’m writing today in support of the Van Buren extension from Benita Fitzgerald Blvd to 234. As a local resident there is not enough North – South local roads. With new homes being built each year in PWV, there is little infrastructure improvements to accommodate the increased local traffic. As you well know, the burden to elevate traffic congestion and increase traffic flow rests on us all. And the solution is not just one step but hundreds. This extension is a critical step among many in the county. | Yes

Email | 5/22/2020 21:53 | Jennifer Everhard | 20170 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | To whom it may concern,

I am in favor of this project. I live in Herndon and work in Falls Church. If I ride to work, that is one less solo person driving a car. Now with the pandemic, crowding of the trail is an increased issue and I consider whether to ride. The idea is separate lanes for pedestrians and cyclists is excellent for safety. | Yes

Email | 5/22/2020 21:47 | Mesbah Motamed | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Dear: Mesbah J. Motamed

I am writing to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity Application as a resident of the Shreve Road community, I regularly observe the critical need for transportation improvements along this portion of Shreve Road. Our community walks, bikes, and drives along this road daily to access transit and shopping, as well as for exercise and recreation, but the road’s design and lack of protective infrastructure (e.g. sidewalks, raised curbs) puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. But this is not nearly enough. Without the investments from this grant application, multimodal transportation options will remain dangerous and ultimately harm the safety and quality of life for residents.Ongoing commercial development in this area will only increase traffic on Shreve Road. We welcome the growth, but without compensating capacity for pedestrians and bicycles, safety concerns will compel residents to rely exclusively on automobiles to reach nearby destinations, including the metro. I respectfully urge you to extend every consideration to this vital investment in our community’s safety and long-term sustainability. Sincerely,

Mesbah Motamed | Yes

Email | 5/22/2020 21:26 | Northern Virginia Regional Park Authority (NOVA Parks) via Chairman Michael Nardelli | 22025 | NOV-002 | Arlington W&D Trail Enhancements | Dear Members of the Northern Virginia Transportation Authority —

As the Chairman of the Northern Virginia Regional Park Authority (a/k/a NOVA Parks), I am writing to urge you to support the Dual Trails Project along the W&OD Trail in Arlington, VA. The 120,000 acres that comprise the W&OD Trail are a key part of the 120,000-acre portfolio of our land management agency.

I am one of the two Arlington County Board appointees to the NOVA Parks Board. Previously, I served as the President of the Northern Virginia Conservation Trust. In that capacity, I permanently protected over 3,000 acres of trees in Northern Virginia so I know the value of trees. I also served as the Chairman of the Arlington County Transportation Commission so I know the keen transportation needs of our area. I also served as the President of the Arlington East Falls Church Civic Association and was the author of the East Falls Church Area Plan so I know the importance of public participation. (Most of this project lies within the one-mile radius of the East Falls Church Metro Stop.) I love very close to this project and have walked and biked this stretch of the W&OD Trail dozens of times at various times of the year, so I know this area very well.

1. The W&OD Trail is in danger of being loved to death unless you approve this proposal. Here is a recent photo I took on a weekday at the site of the twelve trail project: As Vogt-Berra reportedly said, “No one goes there anymore, it is too crowded.”

2. Much of this stretch of the W&OD Trail lies underneath the power lines of Dominion. Going back to the Trail’s prior use as a railroad, the easement held by the power company prevents the growth of mature trees along the Trail. Accordingly, the loss of mature trees here will be minimal. 3. The dual trails project is the final part of a trilogy of improvements designed to handle pressing capacity issues on the W&OD Trail. First, the NVTA funded the dual trails project in Falls Church. That project is now in the engineering phase. Second, the bike/pedestrian bridge over Route 29 (on the Arlington/Falls Church border) is almost completed. (Here I am with NVTA Member Mary Hynes at the bridge’s ground-breaking ceremony.) The current project is the third part of those necessary improvements. It makes no sense to fund the previous two projects and deny this last phase. In short, a denial means that you would have just moved the bottleneck further into Arlington without addressing the underlying capacity problem. 4. Many articles correctly predict a dramatic growth in bicycle usage as a result of COVID-19. This is just the latest from Forbes: https://www.forbes.com/sites/sidewalksayer/2020/05/11/top-10-trends-city-planners-should-consider-as-covid-19-spreads-bikes-bicycles/

use/K2p5k255a6832fju2k a river, the W&OD Trail is led by many “feeder” trails that pour bikes into this main transportation artery. Dikes points along the W&OD Trail will ripple through the entire system. Without this needed work, congestion is sure to get worse on the W&OD Trail. 5. This improvement is part-and-parcel of Arlington’s smart growth strategy that has guided the County since the 1970s. See this recent article in favor of the project in Greater Greater Washington: https://ggwash.org/view/7774/a-wider-wod-trail-is-up-for-funding-but-again-faces-opposition. It is worth recalling that NOVA Parks created the W&OD Trail in 1974 — well before the establishment of the Falls-to-Reston Trail movement. The Trail would not exist but for NOVA Parks. NOVA Parks acquired this land and has dedicated it to recreation from incursions by adjacent property owners, pressure from Dominion, and suggestions from road and rail activists that — even to this day — want to convert this corridor to rail or road use. Keeping the Trail open in all kinds of weather and making necessary repairs is a full-time job of our professional staff. It is hard to imagine a more “green” project. Ongoing commercial development in this area will only increase traffic on Shreve Road. We welcome the growth, but without compensating capacity for pedestrians and bicycles, safety concerns will compel residents to rely exclusively on automobiles to reach nearby destinations, including the metro. I respectfully urge you to extend every consideration to this vital investment in our community’s safety and long-term sustainability.

Chairman

Michael Nardelli Chairman, Northern Virginia Regional Park Authority | Yes
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/22/2020 9:26 PM</td>
<td>Leticia Klausner</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail; however, the design of the road and lack of protection poses a serious danger to walkers and cyclists. The speed limit on this portion of Shreve Road has been reduced in response to the number of vehicle accidents. However, if we do not invest in this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 9:19 PM</td>
<td>Traci Crockett</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I would like to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. Thank you for your consideration.</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 9:04 PM</td>
<td>Butch Lazorchak</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I support granting the funding to widen the sidewalk trail. I'm a regular bike rider and I believe that a widened trail will encourage the multimodal use by bicyclists and pedestrians and benefit all of us and the environment.</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 20:52</td>
<td>Justin Cowan</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a 12-year resident of Shreve Rd, I want to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I use the W&amp;OD trail daily for bicycle commuting, trips to the grocery store, and West Falls Church Metro. The corner near the Vulcan factory has always been a dangerous area for cyclists and pedestrians, as seen with the recent death of a Falls Church woman on August 3, 2019. Safety improvements are absolutely necessary now, even more so with the continuous development and increased motor vehicle traffic every year. Please approve the application. It is critical to the growing population and safety of local residents.</td>
</tr>
<tr>
<td>IVTA Website</td>
<td>5/22/2020 20:48</td>
<td>Julius Cleet</td>
<td>22193</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: The Van Buren Rd project should not be funded for the following reasons: 1) The impact from the increase of traffic with this project will only increase the traffic time for the residence of the affected community. 2) This project will put school age children's who catch school busses at these intersection at more risk of injuries. 3) Residual value of homes and security will greatly loss value after this project is complete. If IVTA took more time there surely are less populate communities to consider for road expansion.</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 20:39</td>
<td>Peter Henry</td>
<td>22193</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am writing to comment on the W&amp;OD trail widening proposal. I have been riding the trail since the early 1980's when I was a teenager. At that time it was the only safe place to ride a bike and we went there from prince William County. In fact the first time I tried to ride on public roads I was struck by a car. Ending up in the hospital and in bandages for six months till my skin grew back. When ever I think of riding I think of the public trails network as my first choice for a place to ride. I have ridden the W&amp;OD many times and used it as a way to get to work appointments, run errands, to get exercise and meet friends. It is a means of transportation. Since I started riding the W&amp;OD in the 80's it has remained almost exactly the same. Yet in this same time the population surrounding the trail and of the DC Metro region has greatly increased. I feel transportation space for automobiles for example the I-66 expressway is currently in the process of being widened an further out in the same open of years has tripled in size. It is important for health and safety that walking and cycling have a safe place to exist in the community for transportation and recreation. Creating safe separate and equal space for both modes of travel is critical to reducing our dependence on fossil fuel based transportation and will allow for both user groups and the community to thrive in the future. It's amazing to think how little resources we will take to make this happen in comparison to the expansion of I-66 yet there is never a serious argument of freeway expansion but expanding a resource of people using a healthy mode of travel seems always to be an impossibility.</td>
</tr>
</tbody>
</table>
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
Six Year Program Written Comment: I have lived in Four Seasons for 8 years after living in Lake Ridge 22 years before that. My wife and I raised 3 children here and I commuted up I-95 to The Pentagon for most of that time.
We decided to retire here because we like the DC area.
Four Seasons was is an oasis in the midst of a relatively challenging venue.
The potential for significant damage to our quality of life in Four Seasons is real if the Van Buren road project moves forward.
Signs have already been posted illustrating where a large area of our eastern boundary will be subsumed by the road. The near by homes will be really impacted by the construction and prevailing road noise.
The idea of a relief valve for traffic off of I-95 being serviced by the project was apparently developed by someone who has not familiar with the commute or life around I-95.
And now the project is jeopardizing a community where many of the residents have spent their lives in service to our country.
Property values, QOL life and an unnecessary relief valve for I-95 add up to a real blow to the community.
There is no defendable reason for this project to proceed.
David J. Nelson
Captain, USN (retd)
This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/) | No
Email | 5/22/2020 19:57 | Van Nguyen | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Dear Authority;
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.
Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger.
Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents.
However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.
Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.
Sincerely,
Van H Nguyen | Yes
Email | 5/22/2020 19:36 | Michael Boyce | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025
Six Year Program Written Comment: I oppose funding for the Van Buren Road North extension. The road if completed will greatly reduce the quality of life in the Four Seasons community by destroying our current walking trail and adding to the significant traffic noise we already endure. | No
Email | 5/22/2020 7:26 PM | Jessica Fairley | NOV-002 | Arlington W&OD Trail Enhancements | Hello,
I’m writing to share my support for widening the W&OD trail to allow for more separation for people walking/running and biking. I love using the trail as a runner but I’ve encountered many dangerous situations and always feel on edge. I’d like to be able to use it with my small child but with the fast bikes I’m not comfortable.
Thank you for your consideration and work on this. | Yes
Email | 5/22/2020 19:02 | Gordon Burke | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025
Six Year Program Written Comment: Without a long dialog, I live in Four Season and I fully support the road extension from Dale Boulevard to Dumfries Road. This will be one more alternative to travel between Woodbridge and Dumfries. | Yes
Email | 5/22/2020 18:47 | William Langman | Other | Other | Zip code: 22304
Six Year Program Written Comment: How close will the road and walking path/sidewalk be to the property line of homes on Secret Grove? I worry about property values declining. | Other
Email | 5/22/2020 6:36 PM | Karthik Balasubramanian | NOV-002 | Arlington W&OD Trail Enhancements | We need this trail widened now more than ever! This is essential for both recreation and for commuting. Don't let the nayayers stop this. | Yes
Email | 5/22/2020 6:30 PM | Samuel Nugent | 22304 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 22304
Six Year Program Written Comment: As a long time bicycle commuter and rider, please register my support for widening the W&OD Trail. | Yes
Subject: NVTA FY2020‐2025 Six Year Program Update: Support for Crystal City VRE Station Improvements (VRA‐016) and the CC2DCA Intermodal Connector (ARL‐014)

Dear Ms. Backmon:

I am writing to send you my strong support for the provision of regional funding to the CC2DCA Intermodal Connector (ARL‐014) and the VRE Crystal City Station Improvements (VRA‐016) in the Northern Virginia Transportation Authority’s (NVTA) FY 2020‐2025 Six Year Program Update. I am a member of the Arlington County Pedestrian Advisory Committee and the Livability 22202 Working Group, as well serving as the Aurora Highlands Civic Association (AHCA) alternate representative on the CCOCR and the AHCA non-voting representative on the National Landing (formerly Crystal City) BID Board. However, today I am sending you my personal comments as a 34-year resident of the Aurora Highlands neighborhood in Arlington.

I fly out of Reagan National Airport whenever I can. I live less than a mile from the airport, and I love to walk. Therefore, I almost always walk to and from the airport – for exercise, for convenience, and for cost savings. However, walking to and from the airport is dangerous, and the route is not marked.

CC2DCA is a brilliant solution to my challenges getting to the airport. It will give pedestrians a safe, pleasant, and convenient route between the heart of Crystal City and the airport. The Crystal City VRE station improvements will be a key link along the CC2DCA, and the new VRE station access pathways may relieve major pedestrian congestion along Crystal Drive at the current VRE passenger exit. The completed CC2DCA will provide continuous access from Crystal City to the VRE station, the airport Metro station, and the airport, as well as a new link to the Met Vernon Trail and potential access to additional trains, such as MARC and Amtrak trains and the DC to Richmond line. These unique projects will create the country’s first “walkable airport” while providing an important new multimodal access point that will help ease traffic congestion at the airport and in our neighborhood. CC2DCA will give visitors, employees, businesses, and residents an exciting new way to travel to and from the area. Please fund these two projects.

Thank you.
Pamela Van Hine

---

Subject: NVTA FY2020‐2025 Six Year Program Update: Support for Crystal City VRE Station Improvements (VRA‐016) and the CC2DCA Intermodal Connector (ARL‐014)

Dear Ms. Backmon:

I am writing to send you my strong support for the provision of regional funding to the CC2DCA Intermodal Connector (ARL‐014) and the VRE Crystal City Station Improvements (VRA‐016) in the Northern Virginia Transportation Authority’s (NVTA) FY 2020‐2025 Six Year Program Update. I am a member of the Arlington County Pedestrian Advisory Committee and the Livability 22202 Working Group, as well serving as the Aurora Highlands Civic Association (AHCA) alternate representative on the CCOCR and the AHCA non-voting representative on the National Landing (formerly Crystal City) BID Board. However, today I am sending you my personal comments as a 34-year resident of the Aurora Highlands neighborhood in Arlington.

I fly out of Reagan National Airport whenever I can. I live less than a mile from the airport, and I love to walk. Therefore, I almost always walk to and from the airport – for exercise, for convenience, and for cost savings. However, walking to and from the airport is dangerous, and the route is not marked.

CC2DCA is a brilliant solution to my challenges getting to the airport. It will give pedestrians a safe, pleasant, and convenient route between the heart of Crystal City and the airport. The Crystal City VRE station improvements will be a key link along the CC2DCA, and the new VRE station access pathways may relieve major pedestrian congestion along Crystal Drive at the current VRE passenger exit. The completed CC2DCA will provide continuous access from Crystal City to the VRE station, the airport Metro station, and the airport, as well as a new link to the Met Vernon Trail and potential access to additional trains, such as MARC and Amtrak trains and the DC to Richmond line. These unique projects will create the country’s first “walkable airport” while providing an important new multimodal access point that will help ease traffic congestion at the airport and in our neighborhood. CC2DCA will give visitors, employees, businesses, and residents an exciting new way to travel to and from the area. Please fund these two projects.

Thank you.
Pamela Van Hine

---

Subject: NVTA FY2020‐2025 Six Year Program Written Comment: Support for Crystal City VRE Station Improvements (VRA‐016) and the CC2DCA Intermodal Connector (ARL‐014)

I live very close to this project. We already hear the traffic on I 95 very loud. I request you do a noise study and if this project goes thru at least put up noise barriers. With a road like you are calling for more of the trees will be cut and leave us open to the terrible noise of traffic. Also will you study the effect on the local animals we have many species deer turkeys foxes turtles birds of all kind, etc etc.

Thank you for your consideration. John/Jacqueline Herde.

---

Support:

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

I am writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority:

1. Alexandria Duke Street Transitway
2. Richmond Highway (Route 1) BRT
3. Franconia/Springfield Passenger Rail Bypass
4. Rosslyn Multimodal Network Improvements
5. VRE Crystal City Station Improvements
6. Ballston/NJU Metrorail Station West Entrance
7. West Falls Church Access to Transit and Multimodal Connectivity
8. Arlington W&OD Trail Enhancements
9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive

I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars.

I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary.

Take care,

Taylor
Hello, I hope you are well,

I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority:

1. Alexandria Duke Street Transitway
2. Richmond Highway (Route 1) BRT
3. Franconia/Springfield Passenger Rail Bypass
4. Rosslyn Multimodal Network Improvements
5. VRE Crystal City Station Improvements
6. Ballston/NKU Metrorail Station West Entrance
7. West Falls Church Access to Transit and Multimodal Connectivity
8. Arlington W&OD Trail Enhancements
9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive

I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars.

I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the bicycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary.

Take care,
Taylor
Hello, I hope you are well,

I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority:
1. Alexandria Duke Street Transitway
2. Richmond Highway (Route 1) BRT
3. Franconia/Springfield Passenger Rail Bypass
4. Rosslyn Multimodal Network Improvements
5. VRE Crystal City Station Improvements
6. Ballston/NKU Metrorail Station West Entrance
7. West Falls Church Access to Transit and Multimodal Connectivity
8. Arlington W&OD Trail Enhancements
9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive

I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars.

I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary.

Take care,
Taylor

---

Hello, I hope you are well,

I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority:
1. Alexandria Duke Street Transitway
2. Richmond Highway (Route 1) BRT
3. Franconia/Springfield Passenger Rail Bypass
4. Rosslyn Multimodal Network Improvements
5. VRE Crystal City Station Improvements
6. Ballston/NKU Metrorail Station West Entrance
7. West Falls Church Access to Transit and Multimodal Connectivity
8. Arlington W&OD Trail Enhancements
9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive

I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars.

I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary.

Take care,
Taylor
Hello, I hope you are well,

I'm writing to express my support for the following projects for the 2020-2025 cycle, in the following order of priority:

1. Alexandria Duke Street Transitway
2. Richmond Highway (Route 1) BRT
3. Franconia-Springfield Passanger Rail Bypass
4. Rosslyn Multimodal Network Improvements
5. VRE Crystal City Station Improvements
6. Ballston/MU Metronol Station West Entrance
7. West Falls Church Access to Transit and Multimodal Connectivity
8. Arlington W&OD Trail Enhancements
9. Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive

I urge the Authority to move forward with the Richmond Highway BRT project without any accompanying road widening, by directly taking lanes from mixed traffic. This will save a great deal of expense. We must remember that the effect of COVID-19 on transit ridership will only be temporary (after SARS in 2003, Beijing transit ridership rebounded after only two months) - but the effect on our economy will last for years to come. BRT will not only be more economically inclusive, but more environmentally friendly, if it is not paired with investments in infrastructure for polluting cars.

I also urge the Authority to fund the Soapstone Drive Extension only with the requirement that, instead of three lanes of mixed traffic, the middle (turning) lane should be removed and the space used for physical protection of the cycle lanes and widening of the footpaths. The widening must include elements of shade and shelter and street furniture for pedestrians. The urban heat island effect is intense over such a wide road, and for the pathway to be comfortable and safe for pedestrians of all ages and abilities, shade will be necessary.

Take care,

Taylor
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/22/2020 5:17 PM</td>
<td>Sue Gunter</td>
<td>22301</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Separate walking and biking paths on this heavily used trail are critically important. I frequently bike on the W&amp;OD Trail and it is crowded, especially on weekends. Widening and designating separate paths for bikers and walkers will greatly improve the safety of both bikers and walkers. I know personally two separate incidents, one in which a young biker accidentally hit and knocked over a walker and another serious crash in which a biker had to swerve to miss a jogger who with no warning ran into his pathway. The latter involved an emergency room visit and a lengthy recovery for the biker. Thank you.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:41</td>
<td>Mike Reeves</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Support dual trails in Arlington</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 4:38 PM</td>
<td>Paul Ferguson</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA Members, I am writing in support of the NOVA Parks application through Arlington County to separate bicycles and walkers. I am currently serving as one of the Arlington County Board’s two appointees to NOVA Parks. I am also a former member of the Arlington County Board. The opposition to this project is well meaning but not in the best interest of our region. The infrastructure investments will actually improve stormwater run off and reduce flooding. Tree preservation is a priority of the NOVA Parks Board. I can assure you that the NOVA Parks Board will instruct staff to minimize any loss of trees when a final submission is complete. Most who walk or ride a bicycle on the Arlington Portion of the W&amp;OD trail realize it is overcrowded. From a transportation planning perspective, we want people using the trail. It is impossible for any bicycle speed limit to be enforced so from a safety point of view, it makes sense to have bicycles and walkers/joggers separated. Falls Church will have their portion of the W&amp;OD Trail widened with bicycles and walkers/runners separated. When this project is compiled, I believe those who use other portions of the trail will be asking for the same improvements. Please take the time to visit the Arlington portion of the W&amp;OD trail any weekend with nice weather. You will see the need for the trail expansion. I am hopeful each of you will support this project as it improves transportation in our region without increasing carbon emissions. Paul Ferguson Arlington, VA</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 4:36 PM</td>
<td>Carol Stricker</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Please let me know if I’ve misunderstood this, but it seems as if this “upgrade” is serious overkill. At some points, there will be a 12 foot wide bike trail, PLUS and 8-foot wide pedestrian trail, PLUS a 2-foot median and outside buffers? This is as wide as some streets, does the traffic really warrant this? Some added worries: 1) It is already scary on some paths to have bikes speeding by -- this sounds like a super bikeway that will only accentuate the problem. If this is used for bike commuting instead of a slower, recreational biking use, can’t it be acted to the STREET? I’m all for alternative, GREEN transportation, but I think this will have a severe and negative impact on the trail as it exists. 2) This wide walk &amp; bike way is going to take out a lot of the greenery that is now along the path -- and that makes the path so pleasant. Also, given the flooding that’s occurring in Arlington, do we need more pavement? Has an environmental review of the project been done? 3) Have bikers and walkers been able to contribute to this plan? give alternatives? Thanks for listening. Carol Stricker</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------</td>
<td>--------------------</td>
<td>-------</td>
<td>---------------</td>
<td>--------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:34</td>
<td>Zoey Bauer</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am writing to express my support for dual trails in Arlington. Thanks.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:32</td>
<td>Grant Mandagare</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear Members of the Northern Virginia Regional Transit Authority:</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:31</td>
<td>Sara Helfer</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>To Whom It May Concern,</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:30</td>
<td>Adam Melton</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I support dual trails in Arlington!</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:29</td>
<td>Tom Bauer</td>
<td>20005</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I support dual trails in Arlington—</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 4:25 PM</td>
<td>Kim D. Stryker</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>We live along Shreve RD in Falls Church and would like to see the W &amp; O Trail widened to accommodate the exponentially higher use it is getting these days. This is the kind of investment in infrastructure that we need.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:24</td>
<td>Ariel Plisko</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Good afternoon,</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 4:21 PM</td>
<td>Dale T. Hook</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I support dual trails in Arlington, VA</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 4:07 PM</td>
<td>Gina Gill</td>
<td>22205</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Good Afternoon,</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 16:02</td>
<td>Brian Bauer</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Hello - I am just writing in support of the dual trails project in Arlington. Thank you.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
<td></td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------------------------</td>
<td>-----------</td>
<td>----------------</td>
<td>----------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 3:54 PM</td>
<td>Zack Desjardins</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Please widen the W&amp;OD Trail as it is too narrow today and can get very crowded. When pedestrian and cyclist volumes are high, separation is key to safety.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:49</td>
<td>Paul Gilbert</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA, The NOVA Parks proposal for dual trails on the W&amp;OD Trail in Arlington should be among your highest priorities. The W&amp;OD Trail is used by millions and improving how it functions in urban areas is key to the future of our region. The opponents are a small group of anti-development people that have been influenced with bad information. For the sake of our environment, we need a strong multi-modal transportation system, and the idea of the dual trail is the way to get that.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:41</td>
<td>Bonny Shilton</td>
<td>20112</td>
<td>PWC-025 Van Buren Road North Extension Route 234 to Cardinal Drive</td>
<td>6P code: 20112 Six Year Program Written Comment: Please do NOT expand Van Buren Road. The $8 million can be put to better use somewhere else. It will negatively impact our retirement community and several other neighborhoods. The expansion would cut through our nature trail and render it unusable. We 55+ people rely on that trail for much-needed exercise to maintain our health. The construction-noise and pollution, and the ongoing noise, pollution, and big truck traffic even after the road is built, will bring down the quality of nearby neighborhoods and negatively affect health. The unnecessary environmental degradation will negatively affect the character of our community and even decrease the property values. The very vocal, wealthy contractor stands to benefit from this road which would make a shorter route to his warehouse. PWC residents should not have to subsidize this person’s business at the expense of nearby communities. Please do not move forward with the proposed Van Buren Road expansion.</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:39</td>
<td>Bradley Harmon</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Good afternoon, I’m writing today to submit comments supporting funding the Arlington Washington and Old Dominion Trail Enhancements sponsored by NOVA parks. The enhancements to the W&amp;OD Trail would be a significant boon to the region, allowing more people to use the trail rather than car trips, and would reduce crowding on the trails at peak use times. Especially in light of the ongoing pandemic, investing in improved bike infrastructure and trail connectivity would be an excellent use of this funding.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:32</td>
<td>Eric Phillips</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>To whom it may concern - I am a long time resident of Arlington County and an avid runner who uses the W&amp;OD Trail quite often. I am writing to you today to voice my support for the widening project that is currently under consideration. As you are aware, the trail receives heavy use, and space is becoming a factor. I have personally witnessed near misses between cyclists and runners, and sadly, not everyone abides by passing courtesies which increases risk. This is an outstanding initiative the deserves approval.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:32</td>
<td>Falls Church Planning Commission via Chair Andy Rankin</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Good Afternoon, Please see attached comments on the NVTA FY2020-FY2025 Six Year Program from the City of Falls Church Planning Commission.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:32</td>
<td>Falls Church Planning Commission via Chair Andy Rankin</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>Good Afternoon, Please see attached comments on the NVTA FY2020-FY2025 Six Year Program from the City of Falls Church Planning Commission.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/22/2020 15:32</td>
<td>Falls Church Planning Commission via Chair Andy Rankin</td>
<td>ARL-019</td>
<td>Ballston-MU Metrorail Station West Entrance</td>
<td>Attached is a letter of support for the Ballston West Metro Entrance. Thank you, John Carter</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>-----------------------------</td>
<td>-------</td>
<td>----------------</td>
<td>-----------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 3:19 PM</td>
<td>Chris Mehrabi</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear Members of the Northern Virginia Transportation Authority: I am writing in support of including NVPA Parks application for Arlington W&amp;OD Trail Enhancements in the current NVTA Six Year Program. Use the trail on a daily basis, and I can tell you that well before corona virus times, the trail was way too crowded to be safe for the multiple modes of transportation for which the trail is used. Primarily use the trail for my own exercise or commuting but I also like to take my children there, teach them how to ride a bicycle and teach them to appreciate the outdoors. The trail is so congested, that this simply is not safe today. Further, the trail is used for commuting purposes by a huge number of people who do not have an alternative to public transportation. Failure to widen the trail will push these people into the streets where it is not safe for them to walk from their home to a far away bus or metro stop. All the opposition to this plan can be mitigated through effective execution and offsets. There are those that always oppose progress in any form. Please do not listen to a vocal minority and ensure we do what is best for the quality of life of the vast majority or Arlingtonians.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 15:14</td>
<td>Katharine G. Hayes</td>
<td>22043</td>
<td>CFC-I06</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will greatly increase the number and type of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. All fully fund this much needed grant. Thank you, Kitty Hayes</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/22/2020 15:08</td>
<td>Jennifer Hudson</td>
<td>22193</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22193 Six Year Program Written Comment: No to Van Buren extension.</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 3:01 PM</td>
<td>Yvette Ragland</td>
<td>22193</td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)</td>
<td>My name is Yvette Ragland. I am a resident in the town of Dumfries. In a few words I am in absolute favor of widening the particular corridor through our town along N. Fraley Blvd/Rte 1. Our small town is making every effort possible to see this happen in making positive change. We are asking for funding to help make this much needed project a success for everyone. We don't want our town to just be a bailout drive through from I-95. The widening will create an opportunity for our town to grow in tourism as well to help people meet their destinations in a timely fashion. We need your help. Please make my comments heard in making the Town of Dumfries grow. We are the oldest continuously chartered town in the state of Virginia and we would like to see great things happen. We need funding. Thank you for your time.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 2:55 PM</td>
<td>Cathy Helm</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Cathy Helm Fairwood Lane, 22046 As a resident in the Shreve Road community, I am writing to give my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. The design of the road and lack of protection puts our families in danger on a pathway used in our community daily. The corridor is used as a major cut through between Route 7 and Lee Highway to gain access to the metro, I-66, I-495, and other key transportation arteries. Moreover, it crosses a the Washington and Old Dominion Trail, a heavily used pathway for people to walk and ride bikes. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will further increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 2:51 PM</td>
<td>Arlington Chamber of Commerce via Scott E. Pedowitz</td>
<td>22201</td>
<td>ARL-017</td>
<td>Arlington Cemetery Wall Trail</td>
<td>To the Northern Virginia Transportation Authority: Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority’s Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz</td>
<td>Yes</td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>----------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 2:51 PM</td>
<td>Arlington Chamber of Commerce via Scott E. Pedowitz</td>
<td>22201</td>
<td>ARL-015</td>
<td>Rosslyn Multimodal Network Improvements</td>
<td>To the Northern Virginia Transportation Authority. Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority’s Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 2:51 PM</td>
<td>Arlington Chamber of Commerce via Scott E. Pedowitz</td>
<td>22201</td>
<td>ARL-014</td>
<td>E2DCA Intermodal Connector</td>
<td>To the Northern Virginia Transportation Authority. Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority’s Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 2:51 PM</td>
<td>Arlington Chamber of Commerce via Scott E. Pedowitz</td>
<td>22201</td>
<td>VRE-011</td>
<td>VRE Crystal City Station Improvements</td>
<td>To the Northern Virginia Transportation Authority. Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority’s Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 2:51 PM</td>
<td>Arlington Chamber of Commerce via Scott E. Pedowitz</td>
<td>22201</td>
<td>ARL-019</td>
<td>Ballston-MU Metrorail Station West Entrance</td>
<td>To the Northern Virginia Transportation Authority. Please find attached a letter from the Arlington Chamber of Commerce supporting the projects in Arlington under consideration for funding in the Authority’s Fiscal Year 2020-2025 Six Year Program. These projects will support development in Arlington and connections with the region. Please let me know if you have any questions for us. Regards, Scott E. Pedowitz</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 21:26</td>
<td>Lucila Oliveira</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration, Cordially, Michael J Guston Resident / Shreve Road</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 14:47</td>
<td>Lucila Luna</td>
<td>22025</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Please add the W&amp;OD trail!!! This e-mail was sent from a contact form on the NVTA Website (<a href="https://thenovaauthority.org/contact-us/">https://thenovaauthority.org/contact-us/</a>)</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/22/2020 2:46 PM</td>
<td>Stephen Gutierrez</td>
<td>22025</td>
<td>PWG-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 For Year Program Written Comment: My concerns for the Van Buren Road project lie in safety. If this project comes to fruition, it will almost be in my backyard. It will also allow for almost anyone to access the property. Not to mention the thought of 18 wheel tractor trailers utilizing the road at all hours of the day and night. It just does not seem feasible to spend the fund on this project at this time. I do not think the whole state of Virginia will find this a relevant use of their tax dollars. Please take everyone into consideration, not just certain property owners that would benefit. Not to mention the effects that the current Covid 19 situation is putting upon the financial status of the state. This e-mail was sent from a contact form on the NVTA Website (<a href="https://thenovaauthority.org/contact-us/">https://thenovaauthority.org/contact-us/</a>)</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 14:45</td>
<td>Michael J. Guston</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathways daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration, Cordially, Michael J Guston Resident / Shreve Road</td>
<td>Yes</td>
</tr>
<tr>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>------------------</td>
<td>-------</td>
<td>----------------</td>
<td>----------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:44</td>
<td>Jim Feaster</td>
<td>22025</td>
<td>ARL-014</td>
<td>CC2DCA Intermodal Connector</td>
<td>Please go forward with this project</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:45</td>
<td>Jim Feaster</td>
<td>22025</td>
<td>ARL-015</td>
<td>Roslyn Multimodal Network Improvements</td>
<td>Please go forward with this project</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:44</td>
<td>Jim Feaster</td>
<td>22025</td>
<td>ARL-014</td>
<td>CC2DCA Intermodal Connector</td>
<td>Please go forward with this project</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:44</td>
<td>Roland Thomson</td>
<td>22025</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>It’s a family converted from car transport to biking for commuting, we use the trail for groceries, to go to the dentist, to go to work, for everything. Unfortunately the pandemic and the increase in trail use has made this a poor choice and we are back to car travel. The pushback from so called environmentalists is disgusting, short sighted, frivolous, and possibly ill informed.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:44</td>
<td>Roland Thomson</td>
<td>22025</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>My family converted from car transport to biking for commuting, we use the trail for groceries, to go to the dentist, to go to work, for everything. Unfortunately the pandemic and the increase in trail use has made this a poor choice and we are back to car travel. The pushback from so called environmentalists is disgusting, short sighted, frivolous, and possibly ill informed.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:29</td>
<td>Peter Levett</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I am writing to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity Application. My family walks and runs daily in the vicinity of Shreve Road to access the elementary school, local retail, and for exercise. We have already seen dangerous close calls between motorists, cyclists, runners, or walkers along Shreve Road. We are concerned about both the level and the speed of traffic on Shreve Road. We expect that--as additional development comes to West Falls Church--it will become even more dangerous for pedestrians like us. We believe the investments from this grant are paramount to protect our community and ensure it continues to be able to enjoy access by foot to local trails, restaurants, and the metro without undue hazards to our safety. We hope that the application and grant are approved.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 2:20 PM</td>
<td>Franz</td>
<td>22213</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Subject: Comment: 2025 six year program, Project NOV-002 Arlington W&amp;OD Trail Enhancements. This project deserves the strongest support as evidenced by the benefits outlined in the project description. There is, however one very important geographic trail link that is missing from this trail project that deserves similar enhancements and would greatly expand all the benefits of the current project: <strong>TRAIL LINE: THE W&amp;OD TRAIL BETWEEN LITTLE FALLS ROAD AND THE LEE HIGHWAY TRAIL BRIDGE</strong> This trail section is an old single eight foot wide asphalt remnant of the original W&amp;OD trail cross section. It lies within Arlington County and will connect across Little Falls Road to the greatly enhanced and widened dual trail section coming through Falls Church from the west. It represents an abrupt and dangerously restricted transition in trail capacity by suddenly throwing a mixture of pedestrian and bicycle together—from a divided superhighway onto a two lane country road. Without this added section the current project may only claim &quot;first/last mile&quot; benefits from one direction; with it the project can claim those benefits from both East and West. In addition to the transportation issues raised by this trail section, the Northern Virginia Park Authority (and Arlington Parks) should see in this property the opportunity to further their natural resource protection and enhancement mission: the trail right of way in this section is currently largely an untended tangle of invasive shrubs and vines. Furthermore, it features what might be called the &quot;Headwaters of Four Mile Run&quot;. It should be exploited as a potential parkland park with special riparian features. This short section of trail embraces every one of the deficiencies ascribed to the large trail section currently included in this project while promising benefits out of proportion to its small footprint and potentially small cost. <strong>SUMMARY:</strong> Project NOV-002 should be expanded to include the W&amp;OD trail and right of way section between Little Falls Road and the Lee Highway trail bridge. <strong>Respectfully Submitted: May 22, 2020.</strong></td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/22/2020 14:16</td>
<td>Paul Levett</td>
<td>22025</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Hello, I support &quot;Arlington W&amp;OD Trail Enhancements&quot; sponsored by NVPA Parks. Please fund the trail widening improvements. I ride the W&amp;OD trail on a bicycle towing my daughter in a trailer, separating the pedestrians and cyclists would make for a safer experience. Thank you for your consideration.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------</td>
<td>---------------</td>
<td>-----</td>
<td>----------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 13:54</td>
<td>Carly Rhyme</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro, retail, and for exercise, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, and a pedestrian death. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. I am especially concerned about the safety of Shrewsbury Elementary, there are no guardrails on either side of the road. I’ve seen a child almost get hit while crossing to the side of the neighborhood after school let out and if I hadn’t laid on the horn very loudly, I feel like she would have gotten severely hurt or died. A lot of the kids walk or bike ride to school without parental supervision and it is a disaster waiting to happen. There needs to be crosswalks with crossing guard or a pedestrian bridge so our kids don’t get killed like the horrible accident last summer where the mom walking with her son was killed hit by an out of control vehicle. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 13:54</td>
<td>Daniel Huddleston</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro, retail, and for exercise, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, and a pedestrian death. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. I am especially concerned about the safety of Shrewsbury Elementary, there are no guardrails on either side of the road. I’ve seen a child almost get hit while crossing to the side of the neighborhood after school let out and if I hadn’t laid on the horn very loudly, I feel like she would have gotten severely hurt or died. A lot of the kids walk or bike ride to school without parental supervision and it is a disaster waiting to happen. There needs to be crosswalks with crossing guard or a pedestrian bridge so our kids don’t get killed like the horrible accident last summer where the mom walking with her son was killed hit by an out of control vehicle. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 1:41 PM</td>
<td>Jill Niehus</td>
<td>22045</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro, retail, and for exercise, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, and a pedestrian death. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. I am especially concerned about the safety of Shrewsbury Elementary, there are no guardrails on either side of the road. I’ve seen a child almost get hit while crossing to the side of the neighborhood after school let out and if I hadn’t laid on the horn very loudly, I feel like she would have gotten severely hurt or died. A lot of the kids walk or bike ride to school without parental supervision and it is a disaster waiting to happen. There needs to be crosswalks with crossing guard or a pedestrian bridge so our kids don’t get killed like the horrible accident last summer where the mom walking with her son was killed hit by an out of control vehicle. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Note:** This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. I have two young children and I’m scared for their safety every time we attempt to cross at the intersection of the bike path or at the start and end of the elementary school. We were very excited to hear of the proposed improvements not now we are being told that without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Respectfully, Billy

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. My kids use the path from Poplar Heights Pool to Lazy Mike’s often during the summer and school year. After the death of a woman last year we and many parents have been discouraging the kids and families from walking along the path to the Giant, Lazy Mike’s and other establishments. This is sad that we cannot walk to local establishments because it is unsafe.

Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Marybeth Nassif

Hello,
I live in Waverly Hills Arlington and am a jogger, walker, dog-sitter, and cyclist in the area. Please widen the trail! I bike through this area to go to fall church and visit small businesses. I dog sit for a homeowner on the trail in Dominant Hills Arlington. More paths for non-motor vehicles everywhere please!

Climate change is real and trees can be replaced/planted/compensated for.

Thanks,
Monica (bicycle commuter all the way to American University from Arlington)
On May 22, 2020, at 12:35 PM, Shreve Road Group <info@shreveroad.org> wrote:

View this email in your browser

As a reminder, Sunday is the deadline to email support statements for the Shreve Road grant. There is only funding for 36% of the applications, so we need your voice!

Dear Neighbors,

We need your help. The Northern Virginia Transportation Authority (NVTA) is considering a $6.9 million transportation grant to make improvements along Shreve Road from the W&OD to Route 7. This grant would make needed pedestrian improvements, including at the dangerous turn near the Vulcan factory. Public support is an important factor and funding is competitive.

Can you take a few seconds to send an email for Shreve Road improvements?

Please send an email to the address below expressing your support for the West Falls Church application. It doesn’t have to be long or detailed, but below is a sample letter that you can customize with your perspective. Be sure to include your first and last name and zip code.

Sample Email:

Send to: SYPcomment@TheNoVAAuthority.org

Subject: Support

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are desperately needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, and the accident which killed a mother who was walking with her son to get ice cream. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

In addition, closing off certain nearby cut through streets, such as Allan Ave will reduce the number of cars using Shreve Road. This is a neighborhood street which is heavily trafficked and no one obeys the speed limit. Children wait outside for the bus with cars flying by without a care. Great improvement is needed for Shreve and closing off heavily trafficked nearby streets will decrease the traffic on Shreve. Please help our neighborhood!

Thank you,
Karen & Dave Moya

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/22/2020 12:54</td>
<td>Erin Potter</td>
<td>22207</td>
<td>NOV-082</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&amp;OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter Arlington, VA - 22207</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 12:54</td>
<td>Erin Potter</td>
<td>22207</td>
<td>ARL-019</td>
<td>Ballston-MU Metrorail Station West Entrance</td>
<td>Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&amp;OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter Arlington, VA - 22207</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 12:54</td>
<td>Erin Potter</td>
<td>22207</td>
<td>ARL-014</td>
<td>CC2DCA Intermodal Connector</td>
<td>Hello there fine folks of NVTA, I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02. ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it's difficult to impossible to make this connection if you're not driving. The connection would allow more people to walk or bike from Arlington into Arlington's northern neighborhoods and into DC for work or recreation. This is regionally transformative. ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing. ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well. NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&amp;OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking. Thanks for your time, Erin Potter Arlington, VA - 22207</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Hello there fine folks of NVTA,

I received an error when trying to use the online form, so wanted to drop a short line to express support for the Arlington projects in your list: ARL-14, 15, 17, 19 as well as the NOVA Parks Project, NOVA-02.

ARL-17 would help people walking and biking immensely, and better connect Columbia Pike. Right now, it’s difficult to impossible to make this connection if you’re not driving. The connection would allow more people to walk or bike from Arlington into Arlington’s northern neighborhoods and into DC for work or recreation. This is regionally transformative.

ARL-15 would also be truly transformative for the Rosslyn urban village. The changes proposed would make walking, biking and taking transit much safer, and more appealing.

ARL-14 would allow Crystal City to have a truly walkable airport. Ideally, it would also be friendly to people rolling or biking as well.

ARL-19 - Not perhaps quite as sexy as brand new walking and biking connections— but this region doesn’t work well without high quality transit. Given the anticipated growth in Crystal City, this is a smart and necessary investment.

NOVA - 02 - I want folks walking, running, biking and rolling on the popular W&OD trail to feel safe. I support efforts to thoughtfully widen the trail and separate people walking from those biking.

Thanks for your time,
Erin Potter
Arlington, VA – 22207
<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/22/2020 12:40</td>
<td>Adam Dumey</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community (I live off Hillman Street), I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on the portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/22/2020 12:27 PM</td>
<td>David Goodman</td>
<td>22043</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Please register my support to fund this NOVA Parks project to widen and upgrade the W&amp;OD Trail from East Falls Church to Arlington Blvd. The W&amp;OD Trail is already going to be widened through most of Falls Church and even across Lee Highway into East Falls Church. And for good reason. NOVA Parks recognizes that these stretchs of the W&amp;OD Trail are extremely popular and that popularity is leading to problems, such as degradation of the shoulders and even collisions. People all experience the trail in their own ways and for their own purposes and NOVA Parks wants to help them all have a pleasant experience. The W&amp;OD serves as a legitimate transportation corridor in its own right and is entirely deserving of regional transportation funding. NVTA should support this goal with funding to help NOVA Parks implement this next stretch of their plan. Please don't be intimidated by people who are fearful of loss of vegetation and tree cover. They know that their anxieties over tree canopy loss should really be focused on what's happening on private property. But since they're unable to affect change there, they instead focus their energies on something like trail projects where they can influence the outcomes. The impact that trails projects like these have on the overall canopy in any given jurisdiction are minimal to non-existent. Arlington will require canopy replacement with native trees that will in time surpass what's out there today. And the whole community will benefit from these improvements. Including those who fret over the fate of trees. Know you will do the right thing. Thank you for considering this project.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/22/2020 12:19 PM</td>
<td>Jeremy Hancock</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>On behalf of the homeowner, civic, and community organizations working to expand multimodal transportation options and improve safety in the West Falls Church area, I write to express strong support for the West Falls Church Multimodal Improvement application. The investments would address critical needs for pedestrian safety and multimodal transportation capacity. Safe connections along Shreve Road provide an important path for our community to access the metro, nearby retail, and the W&amp;OD Trail. Last year, our community conducted a survey of residents to understand their top priorities when it came to transportation improvements along Shreve Road. A top concern for our community was the safety of the pathway this grant seeks to address. As commercial development expands at the intersection of Shreve Road and Route 7, it not only increases demand for vehicle activity, but will increase pedestrian and bicycle trips. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Without transportation improvements, the combination of more cars and pedestrians is deeply worrisome. Last year, a vehicle killed a pedestrian on this sidewalk. Sadly, a vehicle on a sidewalk in this area is not unique as we've witness multiple accidents just in the last year. While VDOT recently reduced the speed limit, it is insufficient. For many neighbors, this pathway is their only walkable option to the metro. Improved transportation infrastructure would provide safety for our community and encourage multimodal transportation by balancing the needs of pedestrians and vehicles. As commercial development expands in the community, the best way to address community safety is to make timely investments in transportation that align with the timing of increased demand.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/22/2020 11:43</td>
<td>Roslyn</td>
<td>22043</td>
<td>ARL-019</td>
<td>Ballston-MU Metrorail Station West Entrance</td>
<td>Support the Ballston West Entrance. It seems like this has been planned for ever. I do hope we will get the funding. Most of the office building and apartments are located at the West End of the station. I hope that a traffic light is planned for the intersection of Vermont and Fairfax Drive once the new entrance is completed. Fairfax Drive is very heavy with cars heading to 86.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVSTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Brambleton parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

As a resident in the Shreve Road community (I live next to Shreve road, across from the Popular Hts Rec swim and tennis club, in sight and earshot of the bike crossing on Shreve road), I am giving my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this stretch of Shreve Road are clearly needed.

As if multiple near misses of people (FAMILIES crossing Shreve road to go to pool), car crashes at the bike crossing are not sufficient to warrant improvement, the death of a woman walking with her son (IN the marked crossing area by the cement plant) warrant expenditure of funds and effort to increase safety. In addition to the woman killed (on the outside of a turn with no guardrail), in time a bike rider or pedestrian will be killed crossing Shreve.

Shreve road is treated like a speedway by many; it has NO stoplights between route 7 and Lee highway. Construction trucks ROUTINELY use Shreve road.

Falls Church city is expanding its office and living space dramatically with the multiple ongoing and new construction projects; The city is doing NOTHING to improve route 7; future, route 7 (already paralyzed with traffic many times during the day from 495 to Lee highway in the center of Falls Church), will become much worse.

Given that nothing is being done to improve route 7, traffic on Shreve is sure to increase even more.

The people living on or near Shreve should not have to sacrifice their lives to let others drive to the expanding West Falls Church commercial and residential areas.
Email 5/22/2020 11:00 Gillian Burgess NOV-002 Arlington W&D Trail Enhancements

I am writing in support of including NOVA Parks application for Arlington W&D Trail Enhancements in the current NVTA Six Year Program.

My family and I use this segment of the W&D Trail often; it is a safe bike route to many destinations, including multiple Arlington Public Schools, parks, and community centers. It happens to be part of our bike route to my son’s best friend’s house. We also love to use it for recreation – walking or biking for fun or fitness. The separation from cars on this segment makes it one of the most attractive places to bike and walk in Arlington. But that attractiveness has led to congestion - more people use the trail than it was built for. Arlington should be excited by the numbers of trail users: people are getting to their destinations – which often means driving on our neighborhood streets and I-66. My family bikes a lot, but even we have chosen to drive on I-66 rather than bike on the trail, because the trail was too crowded to be safe or time efficient. Widening the trail will reduce congestion on I-66 and other streets in Northern Virginia. This congestion comes at an affordable price. I fully support the analysis from your staff that this project would have significant Congestion Reduction Relative to Cost - if anything, I think staff understated the congestion reduction. I recognize that you have heard from a vocal minority of Arlingtonians who oppose this project. I also trust that you know that these critters are unfunded and inappropriate for this part of the process. As you know, NOVA Parks has not designed the trail widening, because it does not yet have funding for the project. Thus, we do not know exactly what the design will have on the natural environment. We do know that the trail sits largely below power lines, with significant distances between what is now paved and any trees or natural area. Thus, it stands to reason that the few trees and natural areas would be impacted.

We also know that the designs for this project will be required to comply with federal, state, and local environmental protections. We know that a similar project in Falls Church will improve stormwater mitigation, because it will mitigate not only the new width of the trail, but also the existing trail, which was built before stormwater requirements. We know that NOVA Parks and Arlington County staff have both considered the safety of trail users in recommending this project. We also know that the design process will include robust public engagement and an alternatives analysis, and that the final project will be approved by the Arlington County Board. There are more than enough safeguards built into the process to address the concerns of this vocal minority. We cannot lose sight of the benefits of this project. Widening the trail will allow more people to get around without a car, which will reduce emissions and demand for asphalt elsewhere in the county. In other words, widening the trail will have environmental benefits. Consistent with Arlington’s commitment to Vision Zero, widening the trail will improve the safety on this important part of Arlington’s transportation network. Widening the trail will make it more accessible to kids, people with mobility issues, and others who are driven away by the congestion today, which will bring public health benefits and help build community.

Funding this project is an early step in a process that has environmental safeguards built in, which will both minimize the environmental burden and ensure that the congestion mitigation and other benefits outweigh any impact. If the trail is not widened, we will need to rethink the bike routes envisioned in the Bicycle Element of the Master Transportation Plan, and will need to find more space on roads for safe and comfortable bike infrastructure. This process would involve difficult trade-offs, like reallocating space currently used for parking or travel lanes, or even widening roads. Importantly, this alternative would likely be far more expensive than the current project to widen a trail. Approving this resolution is fiscally responsible. For these reasons, I support NVTA funding the application by NOVA Parks for the Arlington W&D Trail Enhancements.

Thank you for your time and your service.

Email 5/22/2020 10:37 AM Elisabeth Somerville 22046 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

I am a Falls Church, VA resident. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor.

The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Yes

Email 5/22/2020 10:37 AM Elisabeth Somerville 22046 CFC-005 Downtown Falls Church Multimodal improvements

I am a resident of Falls Church. I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&D Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this project will help support economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Yes

Email 5/22/2020 10:35 Lee and Ellen Yarbrough 22025 PWK-025 Van Buren Road North Extension: Route 234 to Cardinal Drive

The Van Buren Road planned extension will have dramatic negative effects on three communities in the Potomac District of Prince William County, Virginia of over 1000 single family homes: Four Seasons, Copper Mill Estates and Cardinal Grove. This extension was planned some 40 years ago when there were no communities built in its path. Now this planned road will go through the backyards of two communities and right down the middle of another. These three communities just learned on May 18 of the NVTA's public comment period which began on March 13, giving affected neighborhoods only six days to reply and many are not aware even now of the comment period.

We live in Four Seasons, an over 55 community of 800 single family homes, where 77% of the residents are over 65 years of age. If the Van Buren Rd is extended, close to 80 homes will be directly impacted by having a four lane divided highway with bike and walking paths appear in their backyards instead of trees, giving dangerous access to their homes. In addition, an industrial park is being planned in this area right in their backyards. Also, the road will cut off part of Four Seasons paved walking trail used by many in the community.

This highway will be used by all types of vehicles including 18 wheelers. With the planned bike and walking paths it will become an unmonitored backdoor access and an easy walk into our community, which is a safety issue. We believe all residents will experience the negative implications of this project, whether or not their homes back up to the new Van Buren Rd. As for Cardinal Grove, this four lane highway will go right down the middle of this all age community with many children, a dramatic negative impact to all living there.

We strongly urge the NVTA not to approve the Van Buren Rd extension.

Yards.

Lee and Ellen Yarbrough

Copper Mill Estates

Prince William County, VA 22025

No


This sounds like a great idea and fully support the using of our trails in a safe manner.

Anyone who walks will have a separate safe way to do so while cyclists can safely bike on their own path as well.

We are happy to see this project and hope that it is approved as described.

This e-mail was sent from a contact form on the NVTVA Website (https://thenexsaurchy.org/contact-us/)

Yes

Page 76
The Arlington County Board approval of November 19th Resolution of support for NOVA Parks application to the Northern Virginia Transportation Authority (NVTA) Item appeared as a Consent Item on the County Board Agenda providing various County Commissions little opportunity for consideration or comment. Moving forward I have several concerns with the Arlington portion of the project. Issues include improved Public, Civic and Commission engagement, safety of non-bicycle travel, trail widening within Arlington’s Resource Protection Areas, increased water volume and flood risk associated with construction of impermeable surfaces for the trail, adverse impact on immediately adjacent natural areas and increased sediment flow into Four Mile Run during rain events. This project widens the trail considerably and changes its nature. It moves from being a multipurpose shared use trail into a major bicycle transportation road. More bicycle trail space means more bicycles at faster speeds, that may endanger other trail users. To obtain the additional space needed for the bicycle road, the project footprint affects and moves into protected Resource Protection Areas, parks and adjacent natural spaces. There are certainly bottleneck sections of the W&OD where improvements would aid trail flow and enhance walker/jogger/stroller safety. However, wholesale widening, essentially creating a separate road for bicycle traffic, is not warranted at the expense of other trail users and our adjacent natural areas. I do not support the inclusion of Arlington in trail widening proposal without due consideration of safety and environmental impacts. A less aggressive design and increased the public engagement in the process is required before moving forward.

Colt Gregory

NVTA Website

Email 5/22/2020 9:58

Margaret Lluy

22025

Van Buren Road North Extension: Route 234 to Cardinal Drive

Six Year Program Written Comment

I would like to see the Van Buren extension project moved higher in priority. I live in Montclair and our community has the only cut thru from cardinal to 234. The volume of commuters speeding through Montclair to avoid congestion is dangerously high. Although 234 is about 1 mile from my house, there are times I have to wait behind 50 cars to turn left onto 234. When it takes me 10 minutes to drive a mile, I know 95 South is backed up. But it's not only traffic that is a problem but also noose, speeding and distracted drivers not seeing our children and not seeing 4 way stop signs. Please consider a higher priority for the Van Buren extension.

Thank you.

Mary Burke

22204

Arlington W&OD Trail Enhancements

Six Year Program Application #: NOV-002

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

NOVAParks failed to hold a meaningful, transparent and broad-based public engagement process regarding this project before submitting its funding application to NVTA. Denying this application will hopefully now compel NOVAParks to hold such a process so that we as a community can address the issues identified above, as well as other relevant issues, and determine an appropriate approach with substantial community input and support before this project moves forward.

Thank you.

PLEASE REJECT THIS REQUEST FOR FUNDING!
Six Year Program Written Comment: NOVAParks has failed to conduct any alternatives assessment of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved four mile trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

NOVAParks failed to hold a meaningful, transparent and broad-based public engagement process regarding this project before submitting its funding application to NVTA. Denying this application will hopefully now compel NOVAParks to hold such a process so that we as a community can address the issues identified above, as well as other relevant issues, and determine an appropriate approach with substantial community input and support before this project moves forward.

Thank you.

PLEASE REJECT THIS REQUEST FOR FUNDING!

---

Six Year Program Written Comment: It is important the Van Buren Road North Extension get funded to relieve the already congestion of traffic passing through Montclair on Waterway Drive. With the additional construction occurring South of Cardinal Road near Benti’s Fitzgerald Drive and along Cardin, Waterway Drive will have even more traffic which will increase que times, traffic backups, accidents, endangering bicycling and foot traffic especially children going to and from schools and parks. This increased in traffic queuing and slowdown of the traffic flow along Waterway, Cardinal and Cardin will increase the air pollution for the local area as well as the County and noise in the neighborhoods along Cardinal and Cardin. It is important to have all neighborhood be safe and healthy. The extension will benefit all of Prince William County and local Cities.

---

Six Year Program Written Comment: I am writing to support Application Number ARL-019 for consideration by the Northern Virginia Transportation Authority (NVTA). This project is being considered for regional funding, and funding of this project will have tremendous benefits to the Ballston area. A new metro entrance for the Ballston-MU metro station will improve accessibility to the metro station, and will promote multi-modal transportation and walkability in an area that has high vehicular traffic congestion, particularly given its proximity to I-66. Having a safe way to cross Globe Rd and enter the METRO on the west side, while more costly, would serve more riders. Please reconsider and relocate this second entrance on the west side of Globe Road.

---

Six Year Program Written Comment: I am writing to support Application Number ARK-019 for consideration by the Northern Virginia Transportation Authority (NVTA). This project is being considered for regional funding, and funding of this project will have tremendous benefits to the Ballston area. A new metro entrance for the Ballston-MU metro stop will improve accessibility to the metro station, and will promote multi-modal transportation and walkability in an area that has high vehicular traffic congestion, particularly given its proximity to I-66. This is an area with a bit of growth, and it will be critical that the new members of our community, as well as the current community, are encouraged to use the metro. It will be particularly helpful to residents and businesses west of Globe Road, which is less friendly to foot traffic.

---

Six Year Program Written Comment: I am writing to support opening a west entrance for the Ballston METRO station but would prefer that it is located west of Glebe Rd and not at Glebe and Vermont St. Since moving to Ballston in 1973 and serving on the Ballston Sector Plan Committee and many other planning committees and our civic association, a second entrance at the west side of Fairfax Dr and Glebe Rd has been proposed. I was disappointed that it was not built as part of the new Marymount University complex. Having a safe way to cross Globe Rd and enter the METRO on the west side, while more costly, would serve more riders. Please reconsider and relocate this second entrance on the west side of Globe Road.
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
Email | 5/21/2020 10:35 PM | Julie Holzhueter Srey | 22046 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Julie Srey
My house borders the Washington and Old Dominion Trail, approximately 150 yards from Shreve Road. As a resident of this community, I am writing to express my very strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

My family and I routinely walk along Shreve Road to get to the West Falls Church Metro station, and to access businesses along Shreve Road, Gordon Road, and Leesburg Pike (especially the deli and the grocery store, both located at the corner of Shreve and Route 7). We also walk to church services that are held at George Mason High School. Improvements for pedestrians are greatly needed along this stretch of Shreve Road, particularly given the number of cars and our two very young children who don’t always understand why they need to hold our hands instead of running ahead of us. With upcoming commercial development, traffic is going to become more dense on this stretch of Shreve Road, which will only increase the safety concerns and perhaps make it less viable for us to continue to walk to our destinations. This grant will make needed safety improvements so I and my family can enjoy walking in this part of our neighborhood and patronizing the local businesses without needing to use our car.

On a lighter note, this grant will also thrill my daughter, who likes to go on “ad-bench-ures” and find benches to sit on. If this grant is awarded and the plans for new benches are implemented, she will be able to have many more “ad-bench-ures” very close to home!

Thank you.

Email | 5/21/2020 22:04 | Susan Kauffman | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | As a resident in the Shreve Road community and a homeowner whose house is on Shreve Road, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection for our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, including one fatality of a pedestrian. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. As it is, there are times during the day when it is almost impossible to cross from one side of Shreve to the other without running for your life!!

Expanding commercial development and apartment residences in 2 locations on nearby Broad Street will increase the number of vehicles on Shreve Road exponentially. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Thank you.

NVTA Website | 5/21/2020 10:02 PM | Constantin Kostenko | 22207 | NOV-002 | Arlington W&OD Trail Enhancements | FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNS ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

- **Environmental Destruction** – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.
- **More Impermeable Surface** – The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s Bonita and Brambleton parks, both of which suffered significant damage in the July, 2019 flood event.
- **Risks to Wildlife** – The project will not provide separate pedestrian and bicycle pathways.
- **NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destractive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

**PLEASE REJECT THIS REQUEST FOR FUNDING!**

This email was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
**Comment channel**

**Date**

<table>
<thead>
<tr>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| Email | 5/21/2020 20:45 | Bill O’Brian | NOV-002 | Arlington W&OD Trail Enhancements | Nova Parks Authority Board Members and Decision-Makers:

I am an Arlington resident who has been walking or running on the W&OD Trail from East Falls Church to Ballston in Arlington for more than 30 years.

I now see that the Nova Parks Authority wants to spend several million dollars to widen the trail into two trails and take all sorts of green space and kill trees to do it.

Widening the trail is an unnecessary waste of money AND the green spaces/trees are precisely what make the trail the pleasant place to walk, run and bike that it is.

Wasting money and killing green space are a negative two-fer. It’s doubly bad local governance. Don’t widen the trail and degrade the environment with my tax money.

Sincerely,

Bill O’ Brian | No |

**NVTA Website**

<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| 5/21/2020 19:21 | Don Dellerich | 22205 | NOV-002 | Arlington W&OD Trail Enhancements | Six Year Program Written Comment:

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface – The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc, only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!‐‐ This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/) | No |

**Email**

<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| 5/21/2020 19:21 | Donna Fagerholm | PWC-025 | | Van Buren Road North Extension Route 234 to Cardinal Drive | This project needs to take place to relieve the crowded, unsafe conditions that exists not only during rush hour, but also during the day. The Montclair neighborhood has basically become an I‐95 offshoot with heavy, speeding drivers endangering the lives of pedestrians and in particular the children who attend the 2 schools on Waterway. This project needs to take place as soon as possible before someone is killed.

Dona Fagerholm | Yes |

**Email**

<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| 5/21/2020 6:10 PM | George Keating | ARL-019 | | Ballston-MU Metrorail Station West Entrance | This is an anticipated project. The Ballston-MU Metrorail Station, [Application ARL-019](https://thenovaauthority.org/contact-us/) now under consideration as part of NVTA’s Fiscal Year (FY) 2020-2025 Six Year Program (SYP) has the support of the Waverly Hills Civic Association. Providing a second entrance to the busy Ballston Metro station, will make Metro more accessible to those living and working in the rapidly developing western side of Ballston and to the residents of nearby neighborhoods like Waverly Hills. Our close-by neighborhood of single family homes, apartments and condominiums is bordered by Rt 66 to the South, Lee Highway to the North, Glebe Rd to the West and Utah St to the East. While Ballston is easily reached from Waverly Hills by walking, biking or by bus, the single entrance station is frequently over capacity during normal commuting periods. Looking ahead, the station will not be able to handle the volume of a major hub of the metrorail system, given the projected growth in population of the area. In addition, as the Lee Highway corridor develops, the population to the north of Ballston will grow, sending even more commuters along Glebe Rd and Utah St. to the Metro in Ballston. Finally, with the expansion of I-66 directing more eastbound bus and car traffic into Ballston, this new entrance will allow regional I-66 buses to reach Metro more efficiently through the local streets. This will speed up buses and increase the number of bus stops that Ballston’s currently over-capacity bus depot can support.

On behalf of our civic association, thank you for considering funding this long-anticipated project.

Sincerely,

George Keating
President
Waverly Hills Civic Association | Yes |
| NVTA Website | 5/21/2020 18:02 | Neal Hunter | 22206 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 22206 | Six Year Program Written Comment: This comment is being directed toward the proposed W&OD Trail Enhancements for Arlington County. I have generally some concern and particularly some questions about the necessity of this project. The proposed widening, which adds ten feet in width of trail in some places and widening bridges is remarkable considering the environment in which the trail exists. Anecdotally speaking, I cycle and walk this section of the trail on a regular basis, and I almost never have an issue with access, congestion, or safety. I don't know if this is a general sentiment, but from my experience on this trail, the expansion is unnecessary. Has there been any analysis or studies done which reveal the need for these enhancements along the trail? It would benefit the public if these studies and justifications were shared. I'll also make a note that having to slow down on a bike and wait for a safe opportunity to pass individuals a few times doesn't seem to me to be an extremely onerous exercise, maybe that is the exception and not the rule. The other considerations that give me even greater concerns is the impact that this enhancement will have on the surrounding environment. Given that this portion of the trail parallels Four Mile Run and numerous other parks in the area, it would seem that this project will almost certainly compromise the waterways, and the way we access and enjoy the parks. It certainly necessitates that this project would result in a greater reduction in flora and canopy cover in the area, something that is valuable to the area adjacent to the Run, being a flood prone area. I would like to see some assessment on environmental impact on this area and how the county expects to address those impacts so the integrity of the habitat is maintained. Likewise, it would seem that after the previous year's flooding and along Four Mile Run, this project is equally questionable. We witnessed bridges destroyed and major damages to portions of the existing trail because of that event. Those events are going to return with a regularity and ferocity that we can witness already across the country. Is the county considering those events and its inevitable future costs when it is proposing this widening? How many additional millions will need to be dedicated annually to staving off widespread erosion along the enhancements—which are already taking place in multiple areas, and what is the additional expected cost that will be incurred when these flooding events are revisited? These are pieces of information that are entirely indispensable when considering a project and I would like to see those numbers and estimates shared with the public as well. Finally, I also wonder why this section is the proposed area to receive the enhancements. Along the majority of the proposed project space, there are already existing adjacent trails that could easily accommodate runners, cyclists, and walkers to mitigate the crowding along the W&OD. The Four Mile Run trail already covers a significant amount of space along the proposed project space, why would there not be an effort to encourage specific shifts in traffic of one group to that trail instead of dramatically increasing the existing trail? It would seem to me that the additional capacity already exists along this space and there simply needs to be a campaign to encourage this separation of activity along the existing alternatives. We need to be relentless stewards of our limited green space and canopy cover in Arlington. Every single project that proposes an impact and reduction in that available flora can have impacts on the quality of life for folks in this county and should be vetted to the greatest extent possible. It seems to me at this point in time that the impacts and future challenges this project will cause far outweigh the benefit and significance of the proposal. Until the points at which these concerns are addressed either by expert report and analysis on the above concerns, I don't believe I would endorse such a project. To go forward without public knowledge and access to the forecast and impact analyses would be an abrogation of the responsibility to the citizens of this county. | No |

| Email | 5/21/2020 5:41 PM | Sharon Danner | 22025 | PNC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | To whom it may concern: We purchased our home in Montclair in 1978. For as long as I can remember there was talk of extending Van Buren through to Cardinal Drive. Now with the existence of Benita Fitzgerald Dr. It is needed more than ever. For years, I have been amazed and angered by the cut through traffic on Waterway Drive. There is a great deal of speeding in this residential area. There are large trucks. At rush hour it is difficult to navigate the entrances to Montclair. The whole thing is very dangerous. It is extremely important to complete this project. Sharon Danner |

| NVTA Website | 5/21/2020 17:38 | Kathy Scruggs | 22205 | NOV-002 | Arlington W&OD Trail Enhancements | Zip code: 22205 | Six Year Program Written Comment: I live a block away from the W&OD Trail. I would love to walk there but I find it too dangerous because of the speeding bike riders. I'm 78 yrs old and have poor balance. When a speedy rider comes up behind me I could just as easily step into his lane as off mine. There has been a tremendous increase in users of the Trail since Covid-19. I think the plan is sensible and just long enough for casual walkers and fast bike riders to coexist. | Yes |
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
NVTA Website | 5/21/2020 17:32 | Ruth Oglee | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: The Board of Directors of the Four Seasons at Historic Virginia (FSVA) Hoomenassion opposes the funding of the Van Buren North, Project PWC-025 for the following reasons: 1. Road Planning a. The Van Buren Road North has been on the PWC planning books since 1979. Since then, landowners have changed and the county approved several residential developments (FSVA, Copper Mill Estates, Cardinal Grove) without considering the impact of a major 4-lane thoroughfare on these communities. b. According to the project description, the project will "play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors." Where is the traffic study to show that this road would provide that easing of congestion? A vehicle driving south on I-95 would have to exit the highway at the Dale Blvd exit, turn on Bertera Hagard Road, drive thru the community there, pass an elementary school at the intersection with Cardinal Drive, thru Cardinal Grove, behind the houses from FSVA and Copper Mill, enter 234 and cut sharply across the road to reenter I-95. This route has several stop lights which – if not timed correctly – will increase the congestion on these backroads. 2. Community Impacts: a. Traffic on Van Buren North would allow trucks to circumvent the truck stop on I-95 and increase the noise on all the communities along the road. We understand that neither the county nor the state plan to build sound walls which is unacceptable. b. Route 234 is already congested during rush hour due to an ever-increasing number of stop lights and residents of our community are unable to enter 234 due to lanes blocked. c. The project description does not indicate a speed limit which will mean trucks will barrel down the road. d. A major 4-lane road will encourage commercial development on land parcels which are currently landlocked. These parcels are zoned for ‘light commercial’. It will not only increase the noise level but pose a security risk for our community providing a ‘back entrance’ into our gated community. e. Many of our residents paid a premium price to have a house built adjoining forested areas. Our property values will decrease which will have an impact on PWC’s tax base. f. A major 4-lane road will encourage commercial development on land parcels which are currently landlocked. These parcels are zoned for ‘light commercial’. It will not only increase the noise level but pose a security risk for our community providing a ‘back entrance’ into our gated community. g. The currently proposed county road layout raises the height of the road 10 to 15 feet above our homes. Traffic will be highly visible from the impacted homes and decrease the air quality around our community. This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
--- | --- | --- | --- | --- | --- | --- | No
NVTA Website | 5/21/2020 17:37 | Alyce Padgett | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: My husband and I are in favor of approving the funding for the Van Buren Road design and construction that would take traffic away from Rt 234/Dumfries Rd. This design will eliminate the amount of heavy traffic that is increasing which includes dump trucks and eighteen wheelers on Rt 234/Dumfries Rd. This has become a very dangerous situation based on the facts that a large number vehicles use this road for excessive speed, tailgating and running of red lights, especially the light located at the entrance to the Four Seasons Drive. This design would help to eliminate and maybe save lives. This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
--- | --- | --- | --- | --- | --- | --- | Yes
Email | 5/21/2020 5:14 PM | Rachel A. Jones | 22043 | 006 | West Falls Church Access to Transit and Multimodal Connectivity | Hi, I am Rachel Ackmann (zip 22043). I love along Shreve road and support the grant to improve walkability to falls church city. I walk along the road to miles deli to get ice cream and should be a fun afternoon adventure can be intimidating. I won't let my kids ride bikes be of how close the sidewalk is to the road and cars often use it as a thoroughfare so they don't slow down when children are around. I know this project has a limited scope and won't affect much of Shreve, but I hope this is a small step to helping making Shreve more accessible to the community who lives along the road.
--- | --- | --- | --- | --- | --- | --- | Yes
Email | 5/21/2020 16:39 | WABA via Stephanie Piperno | 20009 | NOV-002 | Arlington W&OD Trail Enhancements | Good afternoon, WABA is writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks. Please see our formal letter attached. 
--- | --- | --- | --- | --- | --- | --- | Yes
Email | 5/21/2020 16:11 | Capital Trails Coalition via Stephanie Piperno | 20009 | NOV-002 | Arlington W&OD Trail Enhancements | Good afternoon, The Capital Trails Coalition is writing to express support of the Arlington W&OD Trail project being submitted for consideration by NOVA Parks. Please see our formal letter attached. 
--- | --- | --- | --- | --- | --- | --- | Yes
NVTA Website | 5/21/2020 4:26 PM | Antonette Ferrara | 22201 | NOV-002 | Arlington W&OD Trail Enhancements | FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVA Parks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON: 1. Environmental Destruction – No environmental assessment has been performed by NOVA Parks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully written Arlington County, and mature trees and shrubs. More Impervious Surface – The project will add almost two acres of impervious paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s Border and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVA Parks has failed to conduct an “alternatives assessment” of less expensive and environmentally-destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVA Parks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVA Parks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING!
--- | --- | --- | --- | --- | --- | --- | No
Email | 5/21/2020 16:11 | Stephanie Piperno | 20009 | NOV-002 | Arlington W&OD Trail Enhancements | The Capital Trails Coalition is writing to express support of the Arlington W&OD Trail Enhancements project being submitted for consideration by NOVA Parks. Please see our formal letter attached. 
--- | --- | --- | --- | --- | --- | --- | Yes
FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction: No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface: The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface: The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.
<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/21/2020 1:29 PM</td>
<td>Brian Gladstone</td>
<td>20112</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Your website (online submission form) is not allowing my comments to go through so I am submitting this through my personal email. I am writing to give my full support and support to connect Van Buren to Bonnie Fitzgerald and Cardinal. This connector is long overdue, was on the plan long ago, and was expected by new residents of the multiple developments and businesses along 234 and Cardinal. There needs to be an alternate path from 234 to Dale City Blvd to reduce traffic issues through Montclair, Waterway Drive, and Route 1, which have dramatically increased due to local development in this area. In addition, this will be beneficial for businesses along route 234, businesses along Dale Blvd towards 395 (which need the support), and for most residents of the local area. This more direct route will reduce congestion (and therefore pollution), decrease the drive time and distance to get from Dale City to this part of Dunham/Mason, improve community safety along Waterway Drive, and reduce 234 traffic and noise pollution. It was promised over and over again. It has been neglected for way too long. It is time to get this done. I'm tired of all of the talk and false starts - this has now become a voting issue for me. Thank you for your consideration and support.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/21/2020 1:24 PM</td>
<td>Matthew Wentworth</td>
<td>22203</td>
<td>ARL-019</td>
<td>Ballston-MU Metrorail Station West Entrance</td>
<td>I STRONGLY support the new entrance at Ballston, and believe it will have an outsized impact on the neighborhood residents, businesses and economy.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/21/2020 13:24</td>
<td>Golnar Duchateau</td>
<td>22207</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am an avid user of the W&amp;OD trail and spend many hours biking and jogging throughout Arlington. I am concerned that the County is proposing destruction of a significant number of trees and environmental features along the trail as noted in the aforementioned application. Please do not do this. Trees and nature are what makes this trail special and so wonderful. Moreover, I have not seen an overcrowding or safety issue that would necessitate such a significant widening of the paved path. In general, I support improvement and maintenance of our trail network, but this is unnecessary and destructive. Please do not approve this.</td>
<td>No</td>
</tr>
<tr>
<td>5/21/2020 13:15</td>
<td>Matt King</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>I've lived in Montclair for 16 years and the traffic on Waterway has become unbearable. With the Advent of Waze, Montclair has become a shortcut for I-95 traffic. There are two elementary schools on Waterway and pedestrian traffic at all hours of the day. It has become critical that something be done to alleviate traffic through Montclair and funding the Van Buren cut through would be the quickest, safest, and cheapest solution.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/21/2020 13:04</td>
<td>Matthew Burch</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>I STRONGLY support the new entrance at Ballston, and believe it will have an outsized impact on the neighborhood residents, businesses and economy.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/21/2020 13:02</td>
<td>Zachary Rodman</td>
<td>22207</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am an avid user of the W&amp;OD trail and spend many hours biking and jogging throughout Arlington. I am concerned that the County is proposing destruction of a significant number of trees and environmental features along the trail as noted in the aforementioned application. Please do not do this. Trees and nature are what makes this trail special and so wonderful. Moreover, I have not seen an overcrowding or safety issue that would necessitate such a significant widening of the paved path. In general, I support improvement and maintenance of our trail network, but this is unnecessary and destructive. Please do not approve this.</td>
<td>No</td>
</tr>
</tbody>
</table>
Six Year Program Written Comment: Project Title: Arlington W&OD Trail Enhancements
Application #: NOV‐002

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide pathway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Please Fund the Van Buren Road Extension! I have lived in Montclair for 16 years and have seen the areas all around my neighborhood grow and the subsequent increase in traffic due to people in other neighborhoods using my neighbor as a cut through to access 234, 95 and the shopping centers and restaurants. Waterway has become very dangerous and we have two elementary schools that have kids crossing this very dangerous road. The extension needs to be completed!

Please fund the Van Buren Road extension! I have lived in Montclair for 16 years and have seen the areas all around my neighborhood grow and the subsequent increase in traffic due to people in other neighborhoods using my neighbor as a cut through to access 234, 95 and the shopping centers and restaurants. Waterway has become very dangerous and we have two elementary schools that have kids crossing this very dangerous road. The extension needs to be completed!

Please fund the Van Buren Road extension! I have lived in Montclair for 16 years and have seen the areas all around my neighborhood grow and the subsequent increase in traffic due to people in other neighborhoods using my neighbor as a cut through to access 234, 95 and the shopping centers and restaurants. Waterway has become very dangerous and we have two elementary schools that have kids crossing this very dangerous road. The extension needs to be completed!

Six Year Program Written Comment: Project Title: Arlington W&OD Trail Enhancements
Application #: NOV‐002

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide pathway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

This e‐mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Email 5/21/2020 12:33 PM Nik Karnik 22043 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Yes

NVTA Website 5/21/2020 12:32

No

NVTA Website 5/21/2020 12:17

No
Six Year Program Written Comment: NVTA FY 2020-25 Six Year Program
Project Title: Arlington W&OD Trail Enhancements
Application #: NOV-002

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface – The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

Arlington Tree Action Group (ATAG) is a network of citizens working to preserve and grow Arlington, Virginia’s urban forest to keep Arlington green and fulfill the Vision stated in the Arlington County’s Urban Forest Master Plan 2004 (soon to be revised).

This e-mail was sent from a contact form on the NVTA Website (https://www.nvta.org/contact-us/)

Email 5/21/2020 11:50

I urge you to please grant the funding for this project to benefit this growing area that needs it.

Thanks,

Danny Polinsky

Email 5/21/2020 11:50

We strongly support funding for widening the W&OD trail in the Carlin Springs area, as outlined in NOVA Parks proposal. Trail congestion causes serious safety problems, and discourages bike commuting, which we need and want. While there is some habitat loss, the trade-off is heavily in favor of the widening, for environmental and safety issues.

Veronica Starr

Email 5/21/2020 11:44

Email 5/21/2020 11:07

I'm strongly in favor of funding for project PW-025, the Van Buren North road project. North-south road construction in eastern PWC has not kept up with the pace of home building, to the point that any south-north or east-west road closures at the present time will cause problems and inconvenience. Two accidents in the past year have left cars in our neighborhoods’ backyards. Despite the opposition of neighbors who bear none of the burden of this pass-through traffic, this long-promised project is already badly needed and overdue. Thank you for your help!

John Avelis

NVTA Website 5/21/2020 11:07

Comments Support

No

Yes

Yes

Yes
Thank you for the opportunity to comment on the FY2020-2025 Six Year Program in general, and NOV-002, enhancements to the W&OD Trail, in particular.

With apologies to Joni Mitchell, please don’t pave paradise to put up a parking lot.

As a long-time, and frequent, biker who uses the affected portions of the W&OD, I fully support improvements for the trail immediately east and west of the Falls Church Metro stop. I do not support doubling the width of the trail for the entire length of the project which will negatively affect the park environment insofar as additional paving — all for the possibility that more people might use the trail if only it was wider. Much wider. Based on my daily observation of the W&OD for many years, commuter traffic is negligible, at least in the Eastern portion of the proposal.

This project strikes me as a solution in search of a problem, other than the immediate area around the Metro.

---

I would like to encourage the NVTA to approve for funding project application PWC-025, the Van Buren Road extension in Prince William County. This road will provide a much needed bypass for local traffic so that vehicles do not need to use I-95 or local residential roads. Most importantly the Van Buren Road extension will alleviate traffic through the residential neighborhood of Montclair and will divert this pass-through traffic away from local schools where children are frequently walking. I hope that the NVTA will advance this project for funding in the current round of deliberations.

---

Wating on the extension of Van Buren

---

Fund the Van Buren Road project! We need another route for the ever increasing traffic in our area!

---

I would like to see this program funded because it is vitally important for safer pedestrian and biker use of the W&OD bike way. It will also provide an added benefit to the local economies.

---

I am very much in favor of the extension of Van Buren from RT 234 to Cardinal Dr. As a resident of the Brittany subdivision, this project would provide a much needed route for me and my family to visit local business establishments that avoids the congestion on RT 95, especially during rush hours. This route could also reduce some congestion on RT 95.

---

I am very much in favor of the extension of Van Buren from RT 234 to Cardinal Dr. As a resident of the Brittany subdivision, this project would provide a much needed route for me and my family to visit local business establishments that avoids the congestion on RT 95, especially during rush hours. This route could also reduce some congestion on RT 95.

---

I would like to see public transit in Great Falls, Va and even some more transit options in Vienna, VA.

---

Hi, my name is Joseph Brand and I live on Hickory Street in Falls Church, VA 22043. I'm writing to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Thank you,

Joe
| Email | 5/21/2020 9:11 AM | Trey Austin | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | As a long term resident (20+ years) of the Britten sub-development off of RT-234 to the west side of Van Buren, I would like to encourage the NOVA Transportation Authority to move forward with plans to Extend Van Buren to Bonita Fitzgerald and Cardinal. In my view the extension would relieve significant cut through traffic between RT-234 and Cardinal via Montclair. In addition, it would provide a more direct path to shopping and around Potomac Malls from the south side of the county. To improve the project and gain favor with the adjacent communities (Four Seasons and Cardinal Green) I encourage the board to limit tree clearing on the west side, maximize the width of sidewalks, and limit or prevent through trucks traffic. I disagree with prior arguments offered during last years preliminary bond referendum screening that this extension would see large quantities of overflow traffic from I-95 since there is no access to I-95 from Cardinal, and the pathway from I-95 to Bonita Fitzgerald includes multiple lights. I also disagree that the adjacent communities will be exposed to significantly more truck noise, since large trucks are routinely heard deep into Brittany from RT-234. If anything, regulations should be modified to prohibit motor braking and loud exhaust. | Support: Yes |
| Email | 5/21/2020 9:12 | Antonina Nuzzo | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | I'm also concerned about the security of our community with this road. Another concern is the traffic on 234. It is very well travelled now and with this road, I fear more cars, more reckless driving and more congestion including a larger amount of tractor trailers and trucks. How will the trucks be monitored if they get off at Dale Blvd and go up Benita Fitzgerald (which has an elementary school) at the intersection? Also, it wise to have trucks take that route going by the school? | Support: No |
| Email | 5/21/2020 9:04 | Kristen A. Miller | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: As a resident of Four Seasons, I am deeply concerned about the Van Buren Road project. The noise from I-95 and 234 heard in our community is quite loud at times and I'm sure more traffic including trucks coming from I-95 and Van Buren will be even worse. This will also be an issue. I'm also concerned about the security of our community with this road. Another concern is the traffic on 234. It is very well travelled now and with this road, I fear more cars, more reckless driving and more congestion including a larger amount of tractor trailers and trucks. How will the trucks be monitored if they get off at Dale Blvd and go up Benita Fitzgerald (which has an elementary school) at the intersection? Who will be avoiding the weigh station? Also, I'd it wise to have trucks take that route going by the school? | Support: Yes |
| Email | 5/21/2020 8:52 | George Bochenek | 22042 | Other | Other | Six Year Program Written Comment: Good Morning, I would strongly encourage projects chosen to focus on multimodal transportation and pedestrian safety. Several of the projects outline focus on widening existing roads, which creates dangerous and unfriendly conditions for our community. Instead, let’s focus on expanding bike share, making public transit something better than personal vehicles, and protecting our community through better sidewalks, bike lanes, and intersections. Thank you, George Bochenek | Support: Other |
| Email | 5/21/2020 8:30 | Jennifer Crass | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Please move forward with the Van Buren Road project. The Montclair community needs relief from the people cutting through to 234. We have children and the amount of cars that just pass through at alarming speeds are a danger to their lives. The precautions VDOT has taken has not helped. Please please move forward with this project. Thank you for your time. | Support: Yes |
| Email | 5/21/2020 7:29 AM | Matthew Stenger | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: I am in support of funding the Van Buren extension project in Prince William county. I own a home and live in the area and that project would have a positive affect for the entire area, our neighborhood, and me personally. Thank you. | Support: Yes |
Six Year Program Written Comment: I live in Memorial Heights. Ever since the large apartment building went in on the corner of Route 1 and Memorial St, more water has been running down Memorial and into our basement. Any continuing work on Route 1 in the area should include tie ins to the storm sewer on all side streets. These streets are old and before the time of the best drainage planning. We all do not have tie ins to the storm sewer and I believe many have water issues.

Six Year Program Written Comment: Please consider funding the Van Buren extension. As a resident of Montclair who has two young children I am concerned over the excessive speeding on waterway, I have lived in this community for three years and have now seen at least 4 accidents where cars have left the roadway and crossed over the sidewalk. Waterway is heavily trafficked with walkers, runners, and bicyclists. The extension would reduce the amount of cut-through traffic and redirect it through a non-residential area. I understand that four seasons residents have some concerns about the noise. As a mother I am concerned about my children’s safety and their ability to reach an age that would allow them to be able to live in a neighborhood like four seasons. Thank you for your consideration in this matter.

My name is Julia Hunter Galdo. I have been a resident of the Shreve Road community (in Falls Hill, zip code 22043) for 38 years. Transit and Multimodal Connectivity many benefits, but it also presents challenges that are becoming more and more serious. Over these years I have observed our residents, young and old, increasingly walking and bike riding. With the mixed-use development coming to West Falls Church adjacent to our neighborhood and thefounders’ Row mixed-use development also within walking distance, our pedestrian culture will be further encouraged. While increased pedestrian activity is a plus, at the same time it poses serious challenges to our safety. Please allow me to give you my personal experience. Since Lazy Mike’s Ice Cream Shop came to the corner of Route 7 and Shreve, I have walked there with my grandchildren several times. Crossing Shreve can be very scary, even at the crosswalk to the bike path. One is never sure the cars realize that pedestrians have a right to cross. We take the bike path as long as possible, since there are no sidewalks on Shreve except for a small portion at the end near Rte. 7. We then turn off the bike path to walk along Shreve – exactly along the path where a woman from our community was killed last summer. Frankly, I am afraid to walk that route again with my grandchildren. While I know that accident was an unusual circumstance of a person under the influence, I have seen other accidents on Shreve. One was at a curve by the bike path crossing to our pool, where a car flipped in front of our eyes. There was another death of a neighbor and friend on Shreve at a curve near Route 7 where her car skidded into a tree during a rain storm several years ago.

For years my husband walked to and from the Metro to get to his office at DOT. If he walked to the Metro via Dale Drive, he took his life into his hands crossing Route 7. He had a few scary experiences in those decades. Although Shreve Road would have been a safer route with a traffic light to cross Route 7, without sidewalks he couldn’t walk along Shreve, which has been heavily traveled during commuting hours for years.

As the area becomes more densely populated, and as more and more people walk/bike (and hopefully ride) Metro, I cannot imagine how our community can function without major improvements on Shreve Road. The City of Falls Church has made plans for its residents to take full advantage of these new developments and Metro by planning for a pedestrian culture. More and more people want – and our environment needs – a pedestrian culture. We need help from government and its partners to give our residents the same safe environment that will allow us – and residents in the future – to walk and bike, and to use Metro.

I am grateful that this grant is being considered and that we could have the opportunity to correct these serious problems. The time is now. We do not make these improvements at this time, I fear the need for changes will become even more acute. We need the support of our local transportation officials to have equally functional access to these developments and Metro on the Fairfax County side of Route 7 as we have on the City of Falls Church side.

Six Year Program Written Comment: I support the VanBuren extension. Development in this area has crippled transportation, and Waterway Drive in Montclair now serves as a major artery for cut through traffic. When 95 has issues, hundreds of cars bail out and cut through to get to exit 252 and points south and west. Four Seasons, ironically a newer development affecting traffic, is a staunch opponent. Old folks want their ducks and deer and have the time to lobby against the road by attending middle of the work day PNC board meetings while the rest of us sit in lobbies. The worst part is career politician Maureen Caddigan fought for this extension for years while living right here in Montclair. Now that she is retired and living in Four Seasons herself, she opposes it. Typical of a politician, she still loves the limelight of her new neighbors. Help us and the surrounding areas. We need more road capacity.

Six Year Program Written Comment: Please vote to fund the Van Buren Road extension. This road has been planned for years and it’s way past time for it to be built. Thank you.

I am not in favor of this connector being placed in the proposed location due to the following reasons:

This connector will negatively impact several communities, including the Four Seasons community, with more air and noise pollution than is currently being experienced. The community of Four Seasons is a gated community designed for over 55 year old residents. The citizens living here choose to live here to remove themselves from the congestion of the Northern Virginia area. Four Seasons now has a lethal barrier of wooded land separating it from the I-95 noise, pollution and congestion which will be negatively affected by this connector. The property values of this community will be negatively impacted by this connector. Lack of foresight and intelligent thinking with the current growth problems should not be answered by our community.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support | Remarks
---|---|---|---|---|---|---|---|---
NVTA Website | 5/20/2020 23:01 | Scott Reid | 22306 | Other | Other | Zip code: 22306 Six Year Program Written Comment: 1. The intersection of Rt 1 and N. Kings Hwy creates its own unnecessary (and perpetual) traffic jam. It really needs fixing. 2. As a S. County resident, it always felt like the money was unequally invested in the western part of the county. It is simply time for some equity. 3. As a safety concern, we need more crosswalks or pedestrian skybridges on Rt 1. Hylita Valley McDonald/bus stop comes to mind as an example. We have a lot of people who depend on public transportation, and many well-used bus stops would benefit. Avoid tunnels – they are unsafe and they get misused as toilets. | Other | None
NVTA Website | 5/20/2020 10:43 PM | Laura Omer-DeMuth | 22025 | PNC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: Retaining to the Van Buren extension, I feel as a resident of Mountair that the positive impacts from the extension are not at a sufficiently large enough scale to warrant the negative impacts to adjacent neighborhoods, the environment, nor is the hefty price tag justifiable. Intermittently, the juice is not worth the squeeze, and funds should be spent on projects with higher ROI. | No | None
Email | 5/20/2020 10:00 PM | Helen Deloye | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | My name is Helen Deloye and I live in Highland Estates in the 22043 zip code. As a resident of the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed, as evidenced by the tragic loss of life in this area last summer. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. | Yes | None
Email | 5/20/2020 21:50 | Avani Dorawala | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | My name is Avani Dorawala and I live in Highland Estates in the 22043 zip code. As a resident of the Shreve Road community, support transportation improvements along this stretch of Shreve Road, as it is clearly needed. As commercial development expands, more and more vehicles will be on Shreve Road. Therefore, adequate protection for bicyclists and pedestrians is vital. | Yes | None
Email | 5/20/2020 21:42 | Kristen Moore | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | My name is Kristen Moore and I live in a neighborhood off of Shreve Road, zip code 22043. As a resident of this area, I want to voice my strong support for the West Falls Church access to Transit and Multimodal Connectivity application. Improvements to the pedestrian and bicycle pathways along Shreve Road from the W&OD Trail to Route 7 could literally save lives. I will never forget living through the nightmare of having one of our community members killed last year after walking along Shreve Rd with her child. I have two children and we love to bike along the trail and how wonderful it would be to have a safe way to access the West Falls Church metro station. Many people in our neighborhood bike or walk to the metro daily for commuting purposes, but it’s clear that this road must be updated to provide adequate protection for bicyclists and pedestrians. I’ve lived in this area since we purchased our home in 2009. Traffic has increased steadily over the last ten years, and I can’t even imagine how much more traffic we will see with the new community planned near West Falls Church metro. Thank you for your consideration to our needs, Kristen Moore. | Yes | None
Email | 5/20/2020 21:09 | Julie Kuck | 22046 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | My name is Kristen Moore and I live in a neighborhood off of Shreve Road, zip code 22043. As a resident of this area, I want to voice my strong support for the West Falls Church access to Transit and Multimodal Connectivity application. Improvements to the pedestrian and bicycle pathways along Shreve Road from the W&OD Trail to Route 7 could literally save lives. I will never forget living through the nightmare of having one of our community members killed last year after walking along Shreve Rd with her child. I have two children and we love to bike along the trail and how wonderful it would be to have a safe way to access the West Falls Church metro station. Many people in our neighborhood bike or walk to the metro daily for commuting purposes, but it’s clear that this road must be updated to provide adequate protection for bicyclists and pedestrians. I’ve lived in this area since we purchased our home in 2009. Traffic has increased steadily over the last ten years, and I can’t even imagine how much more traffic we will see with the new community planned near West Falls Church metro. Thank you for your consideration to our needs, Kristen Moore. | Yes | None
Email | 5/20/2020 21:03 | Rebecca Makar | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Rebecca Makar 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection for pedestrians. It is an unsafe intersection for pedestrians as currently designed. Many of my neighbors and my family must drive less than a mile to the metro and pay for parking because we cannot walk there safely. The current 7 lane crosswalk is not safe and drivers barely slow down as they want to turn right on road. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add even more to the number of cars on the road and vehicle trips to reach nearby destinations, including the metro—which is the opposite of what we’d like to do. But without a safe option for a crosswalk, we will have to continue to drive. | Yes | None
Email | 5/20/2020 20:51 | Kira Moriah | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Kira Moriah 22043 I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection for pedestrians. It is an unsafe intersection for pedestrians as currently designed. Many of my neighbors and my family must drive less than a mile to the metro and pay for parking because we cannot walk there safely. The current 7 lane crosswalk is not safe and drivers barely slow down as they want to turn right on road. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add even more to the number of cars on the road and vehicle trips to reach nearby destinations, including the metro—which is the opposite of what we’d like to do. But without a safe option for a crosswalk, we will have to continue to drive. | Yes | None
Email | 5/20/2020 20:31 | Kristen Moore | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | My name is Kristen Moore and I live in a neighborhood off of Shreve Road, zip code 22043. As a resident of this area, I want to voice my strong support for the West Falls Church access to Transit and Multimodal Connectivity application. Improvements to the pedestrian and bicycle pathways along Shreve Road from the W&OD Trail to Route 7 could literally save lives. I will never forget living through the nightmare of having one of our community members killed last year after walking along Shreve Rd with her child. I have two children and we love to bike along the trail and how wonderful it would be to have a safe way to access the West Falls Church metro station. Many people in our neighborhood bike or walk to the metro daily for commuting purposes, but it’s clear that this road must be updated to provide adequate protection for bicyclists and pedestrians. I’ve lived in this area since we purchased our home in 2009. Traffic has increased steadily over the last ten years, and I can’t even imagine how much more traffic we will see with the new community planned near West Falls Church metro. Thank you for your consideration to our needs, Kristen Moore. | Yes | None
Six Year Program Written Comment: These comments pertain mainly to the widening of Route 1 from Fort Belvoir to Hybla Valley and the Bus Rapid Transit proposal. The widening of Route 1 may have the effect of dividing communities on either side of Route 1 and may harm existing historic communities such as Gum Springs. Additionally, all assumptions about commuting and travel patterns, and demand for retail and restaurants must be reevaluated in light of societal changes as a result of the historic pandemic. Folks are teleworking, ordering goods online and cooking at home. Many of these practices may continue after public health restrictions are lifted.

Hello, I am writing to you as a resident of the Shreve Road community. As a 20 year resident of the Shreve Road community, I am delighted that there is finally some attention being paid to fixing the very dangerous bicycle and pedestrian situation that we have along Shreve Road. This is long overdue and much, much appreciated. My children are well over the age that they should be allowed to visit friends on the other side of Shreve Rd and up and down the road but we do not feel comfortable allowing them to walk or bike to their houses or to shopping at Falls Church or Mosaic due to the location of the sidewalk immediately adjacent to Shreve Road with no protection or barrier. Every year bikers and walkers are injured, including the death of a neighbor last summer. We would appreciate any grants that could be awarded to help improve this dangerous situation.

Barbara Mayer

Six Year Program Written Comment: The biggest concern is the bottleneck the Van-Buren extension will cause on 234, Rt. 1 and I-95. Not the best use of that much money for a 2 mile road which will be directly detrimental to 3 subdivisions, churches, schools, anyone using 234. Hopefully there will be a sound barrier to protect, somewhat the folk which are able to remain here. Severely, Ed

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Barb Mayer

Six Year Program Written Comment: I find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HB599 Rank) should take priority over the overall ranking.

WIDEN RICHMOND HWY
BUILD THE BRT
Underground utilities in same area

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Pete Strick
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>NVTA Website</td>
<td>5/20/2020 15:23</td>
<td>Pete Sitnik</td>
<td>22309</td>
<td>FFA-108</td>
<td>Richmond Highway Widening From Route 235 North to Route 235 South</td>
<td>Zip code: 22309 Six Year Program Written Comment: I find the overall ranking (while they meet the criteria for such a ranking) to be inconsistent with the actual need to create a better roadways in the Mount Vernon district. Furthermore, these 2 projects are instrumental in obtaining movement for revitalization and economic growth of the MV District. The NVTA ranking (HRT509 Rank) should take priority over the overall ranking. Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/20/2020 14:08</td>
<td>Crystal City Business Improvement District (BID) via Robert Mandle</td>
<td>22202</td>
<td>VRE-011</td>
<td>VRE Crystal City Station improvements</td>
<td>Sent Afternoon - Attached please find a letter of support from the Crystal City/National Landing Business Improvement District (BID) regarding the NVTA’s Six-Year Program Update. Please feel free to reach out should you have any questions. Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/20/2020 14:08</td>
<td>Crystal City Business Improvement District (BID) via Robert Mandle</td>
<td>22202</td>
<td>ARL-014</td>
<td>CL/DC/CA Intermodal Connector</td>
<td>Sent Afternoon - Attached please find a letter of support from the Crystal City/National Landing Business Improvement District (BID) regarding the NVTA’s Six-Year Program Update. Please feel free to reach out should you have any questions. Yes</td>
<td></td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/20/2020 13:27</td>
<td>Linda Trotter</td>
<td>22025</td>
<td>PVC-025</td>
<td>Van Buren Road North Extension Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: The proposed Van Buren Road Project jeopardizes the Four Seasons at Historic Virginia community in several ways. This plan puts the road just feet away from our community and houses. First it takes away our much needed Nature Trail that is used by a majority of our senior citizens for our daily exercise. Secondly the noise pollution will be increased. We already have noise from the traffic on 95 and Rt234 and Quantico not to mention the air traffic noise. Adding the traffic noise from this project will interfere with our enjoyable retirement years. Thirdly there is the added air pollution from which we will suffer. Also this will most definitely decrease our property values. Taking in account for all of these negatives on our community I feel that this project is unfair for our county’s senior citizens. I know that this land is available to be used for this project, but that doesn’t mean it should be used when it means decreasing the quality of life for a community. Please reconsider this proposal. No</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/20/2020 12:33</td>
<td>Monika and Douglas Cornell</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I would like to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are desperately needed. Our community uses this pathway daily for access to Metro and shopping (SIANT Shopping Center) but the design of the road and lack of protection represents a constant danger. As commercial development expands (the new High School at corner of 7th and Shreve), more and more traffic on Shreve will occur in the near future, after this new project is finished in 2021/22. Adequate protection for bicyclists and pedestrians becomes vital. Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/20/2020 11:48 AM</td>
<td>Brittany Sakata,</td>
<td>22314</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>West Falls Church Connection to W&amp;OD Trail Project: I fully support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&amp;OD Trail to get to school, the West Falls Church area or the West Falls Church Commercial Area - all of which are destinations my family travels to. Also, this will help with economic growth, development of the new high school that will educate all four of our daughters, and reduce congestion by implementing infrastructure for multiple modes of transportation. We love the W&amp;OD Trail and would fully support any and all improvements. Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/20/2020 11:48 AM</td>
<td>Brittany Sakata,</td>
<td>22314</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>West Falls Church Connection to W&amp;OD Trail Project: I fully support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&amp;OD Trail to get to school, the West Falls Church area or the West Falls Church Commercial Area - all of which are destinations my family travels to. Also, this will help with economic growth, development of the new high school that will educate all four of our daughters, and reduce congestion by implementing infrastructure for multiple modes of transportation. We love the W&amp;OD Trail and would fully support any and all improvements. Yes</td>
<td></td>
</tr>
</tbody>
</table>
Dear Madame/Sirs,

I support the trail widening. The popularity of the trail crosses users mixing walkers with scooters and cyclists, a potentially dangerous mix. Thank you for your attention to this matter.

Email 5/20/2020 10:50 Timothy Beatty
22025 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

We strongly support the extension of Van Buren Drive from Cardinal Drive to Route 234. This was the intent and plan all along to make a seamless route from Dale Blvd. to 234 and allow greater access to I 95. I cite the books at the maps and current set up you can see Van Buren is clearly indicated at Cardinal and again at 234 but they are not connected. Everyone in this area was well aware this was the intent to do so to reduce traffic congestion. Because this was never completed the resident of Montclair have experienced an increased amount of traffic on Waterway Drive, speeds, accidents and noise issues. This is not acceptable especially with two schools on Waterway and many residents use the sidewalks for walking, running and biking. Recently there have been serious accidents involving three truck cars leaving the roadway and ending up in yards and flipped cars at the 4 way stop sign at Ann and Waterway. Please approve this extension and also approve fast tracking it to meet the needs of the communities in this area. We CANNOT wait til 2028 for this to be resolved.

I did try to submit on line it keeps telling me to contact the system administrator due to an error. Why are your videos not captioned in accordance with the ADA?

Email 5/20/2020 10:09 JBG Smith via Jay Corbalis
20814 ARL‐014 CC2D CA Intermodal Connector

I am writing in behalf of the Executive Committee of the Citizens for a Better City (CBC), a civic organization that has supported good governance in Falls Church for the past 60 years. We wish to express our support for and urge your approval of two projects the City has applied for pursuant to NVTA's FY2020‐2025 Six Year Program: West Falls Church Connection to W&OD Trail (CFC‐006) and Downtown Falls Church Multimodal Improvements (CFC‐005). These two projects are essential parts of a broader strategy to accommodate that growth by investing in our multi-modal transportation network. Given this, we urge the NVTA to join us in supporting these critical projects by approving their request for regional funding.

Email 5/20/2020 9:05 AM Citizens for a Better City via Sall
22025 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Van Buren Extension will become and truck bypass for I 95 increasing congestion, safety issues, pollution, and noise. With the increased needs/demand for teleworking and maintenance of existing infrastructure, this investment is not needed. *Also sent mail*

Email 5/20/2020 10:09 JBG Smith via Jay Corbalis
20814 ARL‐014 GGDA Intermodal Connector

I am writing to express JBG SMITH's (JBGS) strong support for two, related projects under consideration for Northern Virginia Transportation Authority (NVTA)'s FY 2020‐25 Six Year Program Update: VRE's significant economic growth in the coming years. These two projects are essential parts of a broader strategy to accommodate that growth by investing in our multi-modal transportation network. Given this, we urge the NVTA to join us in supporting these critical projects by approving their request for regional funding.

Email 5/20/2020 9:05 AM Citizens for a Better City via Sall
22025 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

Yes
I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application! Expanding commercial development on Rte. 7 will markedly increase the number of vehicles on Shreve Road. Without adequate and safe capacity for pedestrians and bicyclists, nearby residents like ourselves will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro, which would contribute terribly to greater and greater traffic density in the entire area. Transportation improvements and safe pedestrian/cyclist traffic modalities would be the only wise way to develop access to the vibrant commercial area that will soon be here. Perfect timing and opportunity to make these improvements happen will never be better!

We are opposed to the planned construction of this road for the following reasons:
1. Trucks will be well able to “dodge the scales” or bypass the weigh stations on Interstate 95 and on Route 66 in both directions, increasing heavy truck traffic on Route 234.
2. Trucks and speed of traffic has substantially increased in the past 10 years on Route 234. Trucks and can have been routinely running red lights at the intersections along 234 from Van Buren to Manassasville Rd. Motorists exiting and entering residential communities, shopping areas, and three schools are all placed at risk, particularly by heavy and overweight trucks.
3. Four Seasons at Historic Virginia is a 55+ community in existence since 2002. 95 homes in this community would directly back up to the proposed Van Buren bypass. Residents of this community who chose to retire here were drawn by the peaceful, idyllic setting and make great use of the Nature Trail. The proposed road would cut off a significant portion of the beautiful Nature Trail. Property values will be negatively impacted.
4. Noise & Pollution will increase. Massive removal of large deciduous and evergreen trees has a negative environmental impact. The forest around us is the habitat of owls, coyotes, rabbits, raccoons, deer, eagles, wild turkey, and numerous birds. Climate change demands that communities reduce their footprint and change old habits such as building more roads and destroying wooded areas.
5. The new homeowners at Copper Mill in Dumfries and Cardinal Grove in Dale City would see this 4 lane divided road go right through their backyards.
6. The pandemic of 2020 has altered traffic patterns. More people are now working from home and may continue to do so permanently. The jump to build new roads instead of planning to reduce road traffic goes against current trends.
7. Any consideration for the Van Buren bypass is dwarfed by the need to repair roads and bridges. The FHWA has cited 607 bridges in Virginia that are classified as deficient and structurally unsound. In the past few years highway dollars have been intelligently spent on infrastructure projects such as fixing these bridges. Funds are better spent in this manner.
8. There is a severe traffic problem on 95 South from Route 1-Woodbridge and the Occoquan Bridge to Potomac Mills. The proposed Van Buren bypass would not relieve this congested area.
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/19/2020 17:31</td>
<td>Pamela Van Hine</td>
<td>22035</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am writing to give my personal strong support for the proposed NOVA Arlington W&amp;OD Trail Enhancements: NOV-002. Many cyclists commute regularly on long segments of the W&amp;OD Trail, and the W&amp;OD trail will be even more important for Amazon employees who live west of Arlington and seek active transportation to commute to Pentagon City/Downtown City. Many pedestrians and cyclists currently use shorter segments of the W&amp;OD trail for commuting or for recreation. The W&amp;OD trail, a key link in the Arlington County’s bicycle network, passes through much of Arlington, with connections to major streets, parks, other trails, bus and Metro transit, and community neighborhoods and resources. The W&amp;OD Trail in Arlington is very popular and heavily used, so the point that overcrowding is common and dangerous. Faster users are frustrated because they cannot safely pass, and we pedestrians, the slower users, are afraid we will not be hit. More vulnerable pedestrians and cyclists - the old, the very young, the frail, and those with disabilities - may avoid using the trail entirely because of their stress and fear. This is not a good situation. We want to encourage trail use for everyone by providing a safe and enjoyable experience. The NOVA proposal will replace the existing 12-foot wide shared-use trail with a 12-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median, except when parallel to I-66, when the trail will be widened to a 16-foot shared-use trail due to site constraints. Providing separate trails for cyclists and pedestrians, with a buffer between the lanes, will make W&amp;OD trail riding so much safer for both cyclists and pedestrians. Use by both groups should grow, keeping more cars off our congested roads. Vulnerable potential users may feel safe enough to use the improved trail. Increasing riding and walking/running/rolling on the W&amp;OD Trail will improve our health and the health of our environment and community. Please enhance the W&amp;OD trail in Arlington per the proposal. And I look forward to additional W&amp;OD Trail enhancements to the east! Thank you. Pamela Van Hine May 19, 2020</td>
<td>Yes</td>
</tr>
<tr>
<td>5/19/2020 5:24 PM</td>
<td>Patricia Michaelman</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: According to the county’s written directives the two most important areas to consider are 1) Walking trails and 2) Protection of wildlife. Why then is the county proposing building this road which would intersect Four Seasons’ existing walking trail and severely reduce the habitat of coyotes, foxes, wild turkeys, raccoons, rabbits, many species of birds, and squirrels.</td>
<td>No</td>
</tr>
<tr>
<td>5/19/2020 4:59 PM</td>
<td>Tom Michaelman</td>
<td>22025</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Six Year Program Written Comment: Van Buren Road Ext. If the road is built, cars and trucks could enter the road, park adjacent to Four Seasons property and walk into our community and threaten any of our many Senior residents. How would anyone feel if this happened to their mothers or fathers? I can’t believe that the county would allow this safety issue to happen to build a road adjacent to a Senior community with 1300 plus elderly homeowners.</td>
<td>No</td>
</tr>
<tr>
<td>5/19/2020 16:49</td>
<td>Kenneth Propp and Kelly Lukens</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Six Year Program Written Comment: Re: Van Buren Road Ext. According to the county’s written directives the two most important areas to consider are 1) Walking trails and 2) Protection of wildlife. Why then is the county proposing building this road which would intersect Four Seasons’ existing walking trail and severely reduce the habitat of coyotes, foxes, wild turkeys, raccoons, rabbits, many species of birds, and squirrels.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/19/2020 4:43 PM</td>
<td>Cristina Bisson</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Six Year Program Written Comment: Re: Van Buren Road Ext. According to the county’s written directives the two most important areas to consider are 1) Walking trails and 2) Protection of wildlife. Why then is the county proposing building this road which would intersect Four Seasons’ existing walking trail and severely reduce the habitat of coyotes, foxes, wild turkeys, raccoons, rabbits, many species of birds, and squirrels.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/19/2020 2:42 PM</td>
<td>Beth Carney</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Six Year Program Written Comment: Re: Van Buren Road Ext. According to the county’s written directives the two most important areas to consider are 1) Walking trails and 2) Protection of wildlife. Why then is the county proposing building this road which would intersect Four Seasons’ existing walking trail and severely reduce the habitat of coyotes, foxes, wild turkeys, raccoons, rabbits, many species of birds, and squirrels.</td>
<td>Yes</td>
</tr>
<tr>
<td>5/19/2020 16:33</td>
<td>Jennifer Aykens</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Six Year Program Written Comment: Re: Van Buren Road Ext. According to the county’s written directives the two most important areas to consider are 1) Walking trails and 2) Protection of wildlife. Why then is the county proposing building this road which would intersect Four Seasons’ existing walking trail and severely reduce the habitat of coyotes, foxes, wild turkeys, raccoons, rabbits, many species of birds, and squirrels.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this portion of Shreve Road are greatly needed. I live on Shreve Road, and my family (including two young children) use the pathway daily for access to metro and retail. However, the design of the road and lack of protection puts our family, and others in our neighborhood, in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation and I will continue to be concerned for the safety of my family and my neighbors unless more is done from state and local authorities.

Indeed, less than a year ago, a mother was tragically struck and killed by a car while walking along Shreve Road with her son en route to a neighborhood restaurant.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. I respectfully request that you consider this application. Thank you.

Sincerely,

Rob Ochsendorf
7212 Shreve Road

To whom it may concern:

I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

I'm a Four Seasons resident and I am concerned about the Van Buren Road issue. It will cut off 12 acres of Four Seasons land and will result in the loss of part of our Nature Trail which many of our residents enjoy using throughout the spring, summer and fall. It will increase truck traffic on Dumfries Road which is already overloaded with truck traffic. There will certainly be an adverse impact on wildlife, trees and noise. Quality of life will be affected adversely in our communities!!!

Zip code: 22025

I am writing regarding the Van Buren Rd. project apparently being considered. My understanding was that it had been removed from the bond issue we voted on. I would not have voted for the bond if I thought Van Buren Rd. was included. This road would have a negative impact on Four Seasons, Copper Mill, and Cardinal Grove. As a Four Seasons resident, I am concerned that this road would significantly impact the safety and security of our community, as well as our property values. This will increase the noise from I-95 and take away from the barrier separating Four Seasons from the truck stop eastward on the各方 Community. The road will also get enormous amounts of traffic noise 24/7 from I-95, as well as Rt. 234. This proposed road will virtually be in our backyard, will eliminate thousands of trees that currently help to serve as noise buffers & destroy our wonderful nature trail. What we don't need is another 4-lane road bringing more truck traffic to our neighborhood & a cut through from Dale Blvd. This will destroy our beautiful community both economically & environmentally!! Vote NO!!

I strongly oppose the Van Buren Road North Extension – Route 234 to Cardinal Drive (PWC-025) included in the NVTA FY2020-2025 proposal.

Six Year Program Written Comment:

I oppose the Van Buren Road Design Project. This will cause a lot of traffic and I can foresee accidents occurring with all of these houses that back to the potential road.

I oppose improving travel northbound for these folks as most are not PWC residents, but from counties to the south. Why should my communities quality of life be sacrificed for these non-local commuters to reduce their travel time. As for southbound commuters, they will definitely add to the already significant congestion on Dumfries Road. If heading south on I-95 or Rt 1 to continue south, we get stuck for trucks trying to get from Van Buren Road north to I-95 or Rt 1 south. And the same applies for anyone heading west on Dumfries Road with five traffic lights to negotiate (counting a new one at Talon Drive for Quantico Center (Barricks Rose) development). During evening rush hour, the traffic on Dumfries Road at Four Seasons Dr is so heavy, they block the road and our residents can't get on a green light. As it is right now, the only folks that might consider using Van Buren Rd North, that get off of I-95 at exit north of Dumfries Rd are folks that live west of I-95. They head west on the Parkway or Dale Blvd and go south to Cardinal Dr. For the close-in folks, they further disperse on Mainville or Waldenway. These roads provide excellent dispersion patterns, going west and south. Suggesting that much of this traffic would be better served by Van Buren Rd North doesn't seem logical in light of the significant congestion already on Dumfries Rd. Finally, the improvements ongoing and planned for Rt 1 throughout PWC will significantly improve the north-south flow of traffic. I submit, building Van Buren Road North should not be approved.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
### Environmental Destruction

- No environmental assessment has been performed by NOVA Parks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

### More Imperméable Surface

- The project will add almost two acres of imperméable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

### NOVA Parks' Failure to Conduct Assessments

- NOVA Parks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

- NOVA Parks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. NOVA Parks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

### Conclusion

Please reject this request for funding.

---

### NVTA Website

**Comment channel:** NVTA Website
**Date:** 5/19/2020 12:18
**Zip:** 22025
**Project Title:** Van Buren Road North Extension: Route 234 to Cardinal Drive

**Email:** This email was sent from a contact form on the NVTA Website (https://www.novaauthority.org/contact-us/)

**Six Year Program Written Comment:**
In response to the NVTA Van Buren Road Design Project, I'm in disagreement with this course of action. As a resident of Four Seasons, this project would adversely affect our community Security, Peaceful Environment, Nature Trail and Property Values. Also, I don't see any value added by extending Van Buren Road from Rte 234 to Cardinal Dr.

---

### NVTA Website

**Comment channel:** NVTA Website
**Date:** 5/19/2020 12:55
**Zip:** 22026
**Project Title:** Van Buren Road North Extension: Route 234 to Cardinal Drive

**Email:**

I respectfully request that NoVAAuthority NOT fund any activity on the Van Buren potential project. Any activity would cause extreme hardship for all the residents living in the Four Seasons Development. Besides the fact that any development would only benefit only one individual—the owner of the land—it would cause a extreme loss of home and land value for the residents. Given this situation the tax value would be seriously diminished for the County.

One must also remember that the residents of Four Seasons are "senior citizens" and any increase in traffic, especially large truck traffic, would be detrimental to their health.

Any development of the Van Buren roadway will not have any value for the County nor for that matter, the Commonwealth. No increased revenue only increased traffic and traffic accidents. In this regard, one could expect increased need for police to control the traffic and perform truck inspections. Which combined would be an increased cost to the County without increased value to the County, which also would increase the tax burden for the County.

Given the above, there is no value to the County or Commonwealth to put any money into the Van Buren activity-only losses—decreased property values, aged residents harmed. Of major concern for the Four Seasons Development is if any of this road activity takes place this Development will become a ghost town—current residents will depart, and there will be no one to replace them.

Sincerely,
Joseph and Patricia Harrison

---

### NVTA Website

**Comment channel:** NVTA Website
**Date:** 5/19/2020 13:07
**Zip:** 22022
**Project Title:** Arlington W&OD Trail Enhancements

**Email:**

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVA Parks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

- Environmental Destruction - No environmental assessment has been performed by NOVA Parks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

- More Imperméable Surface - The project will add almost two acres of imperméable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.

- NOVA Parks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

- NOVA Parks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. NOVA Parks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING.
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&amp;OD TRAIL IN ARLINGTON:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&amp;OD trail during peak usage periods to separate pedestrian and bicycle traffic.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PLEASE REJECT THIS REQUEST FOR FUNDING! Thank You, Douglas Richards</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/19/2020 11:05 AM</td>
<td>Bluemont Civic Association via Laura Kirkconnell</td>
<td>22205</td>
<td>ARL-019</td>
<td>Ballston-MU Metrorail Station West Entrance</td>
<td>Representing Neighborhoods in and around Arlington Traditional School, Lacy Woods Park, Bon Air, Fields Park, Ball Crossing, West Ballston, and all along the former. On behalf of the Bluemont Civic Association, I write to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA’s Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). This project will build a second entrance at Ballston Metro station. The current entrance, at Fairfax Drive and Stuart Street, is at the far eastern edge of the train platform, too far from the west side of Ballston and our neighborhood of Bluemont. Bluemont is the largest neighborhood in Arlington in terms of area. Our boundaries extend from Glebe Road in the east to Bluemont and Bon Air Parks in the west, and roughly from Washington Blvd in the south to N. Carlin Springs Road in the north. The Ballston Civic Association has sought a western entrance to the Ballston metro for decades. We have formally called for a western entrance to the metro since our 1999 Neighborhood Conservation Plan. Our most recent update to our Neighborhood Conservation Plan recommends that, “The County should give priority treatment to the completion of a western entrance to the Ballston Bluemont Metro station and any future development west of N. Glebe Road between N. Carlin Springs Road and Washington Blvd. should be contingent upon acceleration of the timetable for such entrance.” When we presented this 2013 recommendation, Arlington County Board Member Chris Zimmerman made extended remarks from the dais supporting our civic association’s recommendation of a second Ballston Metro entrance. His comments start around the 2 hour 24-minute mark of the video at this link below, and the discussion concludes around the 2 hour, 30 minute mark (<a href="https://arlington.granicus.com/MediaPlayer.php?view_id=2&amp;clip_id=2694&amp;meta_id=116207">County Board Reoused Meeting - Dec 17th, 2013</a>. General Membership on January 29, 2020 where he gave a very well-received presentation of its status and current plans. Since our association made that recommendation in 2013, a large amount of new residential construction has been built in Bluemont and western Ballston, including several hundred new apartments, bringing more people to the Ballston metro. Our support of the western entrance remains active. For example, we invited the Project Manager for the second entrance, Kanesa Sevilla, to meet with our General Membership on January 29, 2020 where he gave a very well-received presentation of its status and current plans. The new entrance will be nearly a quarter-mile to the west of the existing entrance to the Ballston station. This new entrance will thus effectively provide an entire new Metro station at only a fraction the cost of an actual station. It will reduce highway trips and traffic on local roads, enable more efficient passenger spacing inside trains and on the platform, relieve congestion at the current entrance, and resolve a safety concern our members have expressed by providing an additional exit from the platform in the case of emergency. The new entrance will also allow regional L-AX buses to reach Metro more efficiently, avoiding the current circular route access through local streets. This will speed up buses and increase the number of bus stops (and thus buses) that Ballston’s currently over-capacity bus depot can support. The project extends the number of properties within walking distance of Ballston station, where 87% of users arrive via foot or bus. This will increase Metrorail ridership, walking, and bicycling. The Ballston metro station was not built to handle its role as a major hub of the metrorail system. Its single entrance is over-capacity. Access to the station is congested, and too far from trip sources like the many new residences built in West Ballston and Bluemont over the past decade. Adding a second entrance will greatly improve the capacity of the Metrorail system, increase ridership, improve safety, and reduce multimodal congestion caused by the inadequate capacity at this location.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
---|---|---|---|---|---|---|---
Email | 5/19/2020 10:46 AM | Raymond Lawrence | 2043-304 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Thanks. I live in viewing distance of the bike crossing. I see all the families (including little ones) crossing at that spot. NOW have HUNDREDS of dump trucks going by my house every day - due to the multiple construction projects in Falls Church City. Do you think Virginia will EVER enforce the ‘No Thru Trucks’ policy? ... Easy answer to that one! ... It is only going to get worse.
At that meeting at Shrevwood Elementary about a year ago, the officer informed: ‘officially’ children are NOT permitted to walk to school, due to Shreve road being too dangerous. The raised waffle pattern in the concrete at the crossing - for both the bike area and where the woman was killed are totally ineffective; in fact they are dangerous; they instill a sense of safety in the pedestrian crossing the road (that was in place when the woman was killed by the cement plant).
There is a lightly used bike trail that crosses Property Ave between rt 50 and Little River Turnpike (near Mantua area).
Flash lights go on whenever ANYONE crosses!! The EXACT same method can be effectively used at the Shreve Rd bike trail crossing.
Why does Virginia do nothing? The state of Virginia does nothing because they like the road the way it is!!
They (Virginia government and VDOT) want it to be an unregulated, way to quickly move from route 7 to Lee Highway without having to stop or slow down. I would like to be optimistic, but for me, the answer will be to move elsewhere! A place where life has more value. | Yes
NVTA Website | 5/19/2020 10:22 | Richard McKee | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | We are opposing the VanBuren Road Expansion. It will have a negative impact on our community, especially our property values, quiet enjoyment, nature trails and community security. There is already too much traffic on 234. This bypass from I-95 would add more trucks. It would interfere with 3 communities. There is no good reason for this road except for one developer. Please veto this. Thank You. | No
Email | 5/19/2020 10:00 AM | Jamie Faulkner Magazu | 20446 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | As a resident in the Shrev Road community, I would like express my strong support for the West Falls Church Access to Transit and Multi-modal Connectivity application. Transportation improvements along this stretch of Shrev Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shrev Road. Adequate protection for bicyclists and pedestrians is vital. | Yes
NVTA Website | 5/19/2020 9:30 | Stephen Weikert | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | We oppose the Van-Buren Road construction project. It will have a significant negative impact on our community in general and more specifically on our property values, quiet enjoyment, nature trail and community security. | No
Email | 5/19/2020 9:04 | Shannon Kentner | 22043 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity grant application. Transportation improvements along this portion of Shrev Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shrev Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. I live on Gordon Road and walk or drive this section of Shrev Road every day. I am also a member of the Poplar Heights pool which lost one of our members to the tragic accident last summer. As my kids cycle & will too soon be drivers in this area, I am a huge proponent of providing all possible protections for local pedestrians. Current improvements underway will bring more people into our neighborhood & will increase pedestrian traffic as locals walk to new attractions. I urge you to support this grant application in increasing pedestrian safety in and around West Falls Church. | Yes
NVTA Website | 5/19/2020 8:47 | Douglas Taggart | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | We support the Van-Buren road extension as a means of easing traffic cut-through volume on Waterway Drive. This project has been on the books for many years and it is now time to act. Thank you for the opportunity to provide comment. | Yes
Dear Sirs,

I am writing to extend my support of the Shreve Road/W&OD Trail near Route 7. I have lived just blocks away from this poorly designed road area for over 35 years. I cannot express how many times I have seen harrowing situations risking people lives and property damage. It is poorly designed, visibility is obstructed, walkways are hidden, and has blind curves. Rush hours complicate things even further with more traffic, increased speed, and rushed drivers.

I thoroughly support the Improvement Project. My hopes are this planned effort will have a large impact on resolving the dangers to people, pets, and property.

Thank you.

Penny Scully

Email 5/19/2020 8:39

Emily Soto 22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

I strongly support the West Falls Church Access to Transit and Multimodal Connectivity grant application. The project is in my neighborhood, and transportation improvements along this portion of Shreve Road are greatly needed. The design of the road and lack of protection puts us and our neighbors in danger when we use the pathway for access to metro and retail. There will not be adequate protection to advance the use of multimodal transportation without the investments from this grant application.

Expanding commercial development will increase the number of vehicles on Shreve Road, and without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Yes

Email 5/19/2020 8:37

Robert Highsmith 20025 PWC‐025 Van Buren Road North Extension: Route 234 to Cardinal Drive

I am writing in opposition to Prince William County's request for funding to conduct Design, Engineering and Environmental Assessment of Van Buren Road North.

I purchased my home in 2018 because of the beauty, serenity and security of the Four Seasons at Historic Virginia community. The beauty will be substantially devalued by the loss of trees and natural habitats for flora and fauna that will be removed by the construction of Van Buren Road and the erection of 40 foot high land fills in a couple of places to support the road. Serenity will be eliminated 24/7 by the loss of our nature trail, the stench of vehicle emissions, general road noise and the roar of trucks likely to use VBR to bypass the I95 truck weighing station. Security in FSHVA will be compromised as access to the community via VBR will be almost impossible to regulate.

Imagine your reaction if I were to move into your neighborhood with a massive road/development project that undermined the beauty, serenity, security and value of your home, all based on high minded goals of traffic mitigation and economic development and with the authority of the local government behind me. As a citizen of a democracy whose government serves at your pleasure, not the other way around, you would protest vigorously, however quixotic your quest.

Please access your empathy regarding our situation and vote against the proposed VBR project, as you would hope others in government would do were you in our situation.

No

Email 5/19/2020 8:35 AM

Sandra and Ben Kiersz 22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts us in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Yes

Email 5/19/2020 8:22

Stephanie Alexander 22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts us at risk. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Thank you for your consideration.

Yes
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| NVTA Website    | 5/19/2020 8:16 AM | Donald Kujawa   | 22025  | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive                  | Zip code: 22025  
Six Year Program Written Comment:  
We are against the funding for the Van Buren project. This project will have a negative affect on our property value, the security we have here at 4 seasons and the peace and quiet, all reasons for living in this community. | No      |
| Email           | 5/19/2020 7:58 AM | Peter Hart      | CFC-006|                | West Falls Church Access to Transit and Multimodal Connectivity               | Strongly support the West Falls Church Access to Transit and Multimodal Connectivity application as my extended family lives mere yards from Shreve Road and regularly (if not daily) uses the W&OD Trail and Shreve Road for recreation and to access local stores, the Metro and local amenities. In normal times my grandchildren attend Shrevewood Elementary and have to cross Shreve Road daily. Transportation improvements along this portion of Shreve Road are greatly needed. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. | Yes     |
| Email           | 5/19/2020 7:00 AM | Coni            | CFC-006|                | West Falls Church Access to Transit and Multimodal Connectivity               | Hi,  
I am writing to share my enthusiastic support for the West Falls Church Access to Transit and Multimodal Connectivity Application.  
My family walks and runs daily in the vicinity of Shreve Road to access the elementary school, local retail, and for exercise. We are already concerned about the level of traffic on Shreve Road, and expect that as additional development comes to West Falls Church it will become even more dangerous to pedestrians like us. We believe the investments from this grant are paramount to protect our community and ensure it continues to be able to enjoy access by foot to local trails, restaurants, and the metro without having to resort to using our cars even for short trips—and thereby adding to the already substantial traffic in the area.  
We hope that the application and grant are approved. | Yes     |
| Email           | 5/19/2020 6:41 AM | Jill Stryker    | CFC-006|                | West Falls Church Access to Transit and Multimodal Connectivity               | I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity Application.  
Transportation improvements along this portion of Shreve Road are greatly needed. Since the project is near my neighborhood, I use the pathway for access to metro and retail shopping. However, the design of the road and lack of protection puts all of us in danger. Without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.  
The planned commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Please help us. | Yes     |
| Email           | 5/19/2020 6:25 AM | Neil Gillett    | CFC-006|                | West Falls Church Access to Transit and Multimodal Connectivity               | Dear Sir,  
I am in full support of the West Falls Church Access to Transit and Multimodal Connectivity application.  
Transportation improvements along this portion of Shreve Road are greatly needed. Since the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation.  
The planned commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Neil Gillett 22043 | Yes     |
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/19/2020 6:05</td>
<td>Laura and Eric Barbiniak</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>[Email Body] We are Falls Church residents and regular users of Shreve Road (as drivers, bikers, and pedestrians) and would like to express our strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Safety improvements for pedestrian and bicycle pathways along Shreve Road from the W&amp;OD trail to Route 7 are vital. The design of the road and lack of protection represent a constant danger. That stretch of Shreve Road includes a blind curve, which drivers frequently negotiate at unsafe speeds. Even for neighborhood residents such as ourselves, who drive slowly and are familiar with the low visibility and high volume of walkers and bikers, this stretch of road is tricky to navigate safely. It is especially dangerous when it is dark and during early morning/evening, when it is that much more difficult to see walkers and bikers clearly. In addition, in the summer, this stretch of road is used even more frequently by children and adults walking to/from Miller's or other establishments near the intersection of Shreve/Haycock and Broad. As commercial development in the area continues to expand, the risks to pedestrian and biker safety will only increase as more and more vehicles travel on Shreve road (this stretch of Shreve Road already is a primary commuter artery between Broad Street and Lee Highway). Sadly, last summer, one of our former work colleagues, walking on that stretch of road with her son, was tragically killed by a passing vehicle. The need for this work is well past due. Thank you for your consideration in this matter. Laura and Eric Barbiniak</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/19/2020 3:53</td>
<td>Terry L. Jones</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>[Email Body] My wife and I have resided for 2 years in Four Seasons near Interstate 95. The only thing between my back yard and I-95 is the Four Seasons HOA common property which is heavily wooded and contains a loop of our community's paved nature trail. After the PWC Board removed the project from last November's bond issue, our community paid to have that trail resurfaced several months ago. Although &quot;residents or guests&quot; that can sometimes hear the traffic on I-95 as they hike the loop near I-95, most of the trail is near two large streams (it crosses one) and sometimes the running water and lush forest muffle the sound. If a 4-lane divided Van Buren Rd is approved as an expansion of Peterson's currently proposed 2-lane access road, it will cut through our community (and 2 others), and we will lose a valuable asset. The route would cut across our trail eliminating over 500 ft. of the loop that I and many others hike around several times a week. With the virus pandemic raging in Virginia and our clubhouse, pools, tennis, bocce ball, and pickleball courts closed for exercise, walking the Four Seasons Nature Trail is becoming the new normal in our active adult community. The beautiful spring weather has made us value it more than ever before. Please don't take this lovely, tranquil treasure away from us. This is only one of many concerns I have about this project, but will keep this brief. I would like to discuss others with you at your convenience on a walk around the loop of our beautiful trail. If that doesn't appeal to you, you may always call, text, or email me with any questions you may have. TERRY L. JONES Dumfries, VA 22025</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 23:42</td>
<td>Myra Levinstein</td>
<td>PWC-025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>[Email Body] Environment, natural habitats, and neighborhoods will be impacted negatively; noise and pollution will increase.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 22:51</td>
<td>Derek Jones</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>[Email Body] A write to share my strong opposition for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are not needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. It is entirely adequate for pedestrian use and I never encountered bicycles along the Greens to Broad Street segment. Expanding commercial development at the high school will completely provide for adequate capacity for pedestrians and bicycles, to reach nearby destinations, including the metro. This proposal is overpriced, unnecessary and will itself seriously and negatively interfere with use of the affected corridor.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 22:51</td>
<td>Matthew A. Thexton</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>[Email Body] A write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page 103
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| Email           | 5/18/2020 21:42 | Chris Akerman     | 22043   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | From: Chris Akerman  
Zip Code: 22043  
I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger, as evidenced by a recent death of a pedestrian along this stretch of road. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development that is underway in the immediate area will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and cyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. | Yes     |
| NVT Website     | 5/18/2020 21:31 | Lance Booth       | 22025   | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025  
Six Year Program Written Comment: Van Buren Road Design Project: This road will have a significant negative impact on the 4 Seasons retirement community in general, and more specifically on our property values, quiet, air quality, nature trail, and community security. In fact, on the issue of safety and security, this road opens up the entire eastern area of our community to 24/7 RISKS. Crime will begin to easily access 4 Seasons, this road should not be funded, supported nor developed. We ask the county to safeguard our security and safety.  
Colonel Booth  
Special Forces, retired  
This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/) | No      |
| Email           | 5/18/2020 9:31 PM  | Anton Op de Beke  | 22046   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | To whom it may concern  
I want to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I am a resident of the Poplar Heights neighborhood at 1017 Kennedy Street.  
We bought our house here in 1995 because of its proximity to the West Falls Church metro station. Throughout most of my career—I am now retired—I walked via the W&OD bike path and then along Shreve Road. My wife and children also used this route. I always felt concerned about exposure to car traffic. A particular danger spot is the bend in the road near the Vulcan cement factory, especially in the dark. The crash marks on the electricity pole always reminded me of the possibility of cars spinning out of control. Rain and snow often forced me to walk on the street along other parts of the road.  
I still use Shreve Road to walk to the metro or the shopping, and in the future perhaps to other destinations in the new development. We regularly have out of town guests who like our house because it permits them to walk to the metro and then visit Washington DC.  
I think it would be good to develop the Shreve Road corridor into a safe and convenient passage for walkers and bikers. It will encourage more people to use it especially as car traffic is expected to increase. | Yes     |
| Email           | 5/18/2020 21:29 | Daniel Butkiewicz | 22046   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Good evening,  
I am Daniel Butkiewicz in Falls Church, Zip code 22046 and a resident in the Shreve Road community. I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Improvements along this stretch of Shreve Road are in dire need to make transportation safer for us. There is a constant danger to pedestrian and cyclists along Shreve road for commuting, shopping, and leisure activities.  
Please help protect our walking and pedaling citizens by making Shreve Road safer for all of us. | Yes     |
| Email           | 5/18/2020 21:16 | Kelly Ego-Osuola  | 22043   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Full Name: Kelly Ego-Osuola  
Zip Code: 22043  
Email: kellyego@gmail.com  
I am writing to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. I live an adjacent neighborhood; along with my husband and two young children, and we use the pathway often for access to metro, retail, dining, etc. However, the design of the road and lack of protection is extremely dangerous for any pedestrian. The investments from this grant application would remedy that! Expanding commercial development will increase the number of vehicles on Shreve Road so it will only get more dangerous for pedestrians and cyclists. | Yes     |
<table>
<thead>
<tr>
<th>Email</th>
<th>Date/Time</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5/18/2020 20:51</td>
<td>Phuong-Khanh Tran</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Dear NVTA, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. We have a toddler and frequently bike and walk together. The design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>5/18/2020 20:43</td>
<td>Samuel L. Stoller</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>5/18/2020 8:42 PM</td>
<td>Maria Springer</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathways daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
| NVTA  Website | 5/18/2020 20:35 | Denise Kuszewski        | 22025 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive       | Zip code: 22025
Six Year Program Written Comment: I am a resident of Four Seasons over 55 community in Dumfries and am vehemently opposed to the Van Buren Road project. It will negatively affect our property values and road noise will be greatly increased. It will also disrupt our nature trail walking path. Please keep the Van Buren Road Project off the Prince William County Referendum. Thank You. | No      |
| Email  | 5/18/2020 20:28 | Cary Meltzer            | 22043 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity    | I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. However, the design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. | Yes     |
| NVTA  Website | 5/18/2020 7:40 PM | Deanna Pennetta         | 22193 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive       | Zip code: 22193
Six Year Program Written Comment: I am opposed to the PWC-025 project to expand Van Buren Rd between Route 234 and Cardinal Drive. I live off of Cardinal Drive and enjoy and appreciate that the only traffic through this area belongs to local residents – with no direct access to Route 234 or I-95, we enjoy a quiet and peaceful neighborhood. Connecting Cardinal Drive to Route 234 will greatly disturb and disrupt our quiet, peaceful community. We will see and hear a significant increase in traffic, the exact opposite of what attracted us to this area of PWC in the first place. Powell's Creek is quiet, peaceful and undisturbed. Building through this tranquil natural area, which is such a pleasant change from the busy areas surrounding it, will disturb residents and disrupt a significant number of peaceful animals from their natural habitats. A recent and tragic pedestrian death on Cardinal Drive less than 2 miles from Van Buren Rd should be reason enough to limit additional traffic coming through our quiet, peaceful communities. Thank you. This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/) | No      |
<p>| Email  | 5/18/2020 19:29 | Melissa Sidomos         | 22043 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity    | Dear NVTA, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. As the project is near my neighborhood, we use the pathway for access to metro and retail. We have a toddler and frequently bike and walk together. The design of the road and lack of protection puts our families in danger. Without the investments from this grant application there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration. | Yes     |</p>
<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Zip Code</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/18/2020 19:19</td>
<td>Jo Lynn Arnold</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: I respectfully object to the Van Buren Road North extension and would ask that it be removed from the funding request. This 4 lane road would go right behind my house. I can already hear the noise from I-95 and it’s nearly as loud as the Van Buren Road would be. I don’t even want to imagine how the trees behind it and I’m concerned that this project would mow all those trees down. Our bedroom and screened porch overlooks these trees. While there is a 30 foot buffer area owned by Four Seasons, I now understand that the Four Seasons proffers would allow those trees to be cut down. We didn’t know this when we bought the house. And even 50 feet would not be sufficient space between our bedroom and a four lane road. If this extension goes through I feel we will be forced to move. I know how the wildlife must feel as their habitat is being encroached on and they are forced out. And at this point, I’m older and quite frankly, I’m not sure I’ve got it in me to make another move. I had planned that this house would be the last one for me. I am also object to this as a taxpayer. Eighty million dollars seem like an awful lot to pay for a road that’s only two miles long. Expecially considering that the county has so many other priorities and needs. And considering the amount of work that would need to be done, I suspect this would end up costing more than $80,000,000. Please remove this project from the funding request. This e-mail was sent from a contact form on the NVTA Website (<a href="https://thenovaauthority.org/contact-us/">https://thenovaauthority.org/contact-us/</a>).</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 7:11 PM</td>
<td>Angel Arroyo</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: Oppose of the following proposal: Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 6:25 PM</td>
<td>Ahmad Amani</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: We just move to the four seasons community to spend our retirement year in clam and nice environment please don’t spill our lovely community with this project. Please stop funding the project. This e-mail was sent from a contact form on the NVTA Website (<a href="https://thenovaauthority.org/contact-us/">https://thenovaauthority.org/contact-us/</a>).</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 17:39</td>
<td>Richard Underwood</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: Van Buren Rd: ITS TOO LATE. This passage idea was first considered in 1980 when the property was zoned light business. PWC has since allowed residential construction on the property. Three large residential developments would be catastrophically affected by commercial traffic from an obvious heavy truck corridor. Van Buren Rd would have been a reasonable project before Cardinal Grove, Four Seasons and Copper Mill were built.</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 17:38</td>
<td>Steven Simko</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: Re: Van Buren Road Extention to run from Rt. 234 to connect with Cardinal Drive. My wife and I have lived in our community for 15 years. In my opinion, this project is an unnecessary expense and a waste of money. From the get-go, we have been using Waterway Drive connecting from Rt. 234 via Country Club Dr to reach Cardinal Drive, with no problem. Where is the need for a new expensive road? Given COVID-19 &amp; its tremendous costs, any funds that would be considered/applied toward the above project would indeed be better reallocated on combating this virus with more testing, hiring contact tracers, and, as well, for the public school student education that has been impacted from this uninvited pandemic. Thank you very much, Steven Simko</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 5:15 PM</td>
<td>MartinezRamirez</td>
<td>22193</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22193 Six Year Program Written Comment: The project will have a major impact in our community. Having a major road crossing right in the middle of the community not only will have a major impact in our houses value, in the security of our community. On both sides of the future road you currently have houses with children and a recreational park, and school bus. It will also increase the breaking in our houses and cars. Thanks</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 17:14</td>
<td>Gaisah Bae</td>
<td>22193</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22193 Six Year Program Written Comment: NVTA Van Buren Road Design Project currently live in the Cardinal Grove neighborhood and this was not information that homeowners were privy to when purchasing our homes. This project will have a negative economic impact to our neighborhood, the property value and the safety of the community. It's currently relative safe, kids at the playground, and it wouldn't be a safe environment for our children. For all those reasons, I am totally against this project in my neighborhood.</td>
<td>No</td>
</tr>
<tr>
<td>5/18/2020 17:06</td>
<td>William Carr</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: Along with my wife, I live in the 4 Seasons active adult community subdivision off of Dumfries Rd. (VA 234) &amp; 0.5 mi west of the 195 corridor. Contrary to most of my neighbors, I am in favor of construction of the 4-lane extension of Van Buren Road from the intersection it has with Dumfries Rd (VA 234) north to the current intersection of Benta Fitzgerald Dr. &amp; Cardinal Dr., roughly a distance of 2 miles. Therefore I am also in favor of the Northern Virginia Transportation-Authority including this project request from Prince William County to authorize spending to conduct design, engineering, and environmental Assessment of the road. I believe that the Van Buren extension is needed because local drivers need an alternative route around the massive traffic jams which often occur along the parallel routes of I-95 &amp; US 1 seven days a week. Often the alternative route is Cardinal Dr. to Waterway Dr. which is very laborious &amp; way out-of-the-way in most such situations. I believe that the concerns others have about building such a route can be addressed by incorporating into the proposed budget such things as strategically placed berms to divert noise (from the new road as well as I-95), sidewalks, reconstruction of nearby walking trails &amp; crosswalks equipped with yellow diamond crosswalk signs with flashing red or yellow lights which would require drivers to stop in order for pedestrians to cross safely. Thank you for considering my comments. WILLIAM M. CARR</td>
<td>Yes</td>
</tr>
<tr>
<td>5/18/2020 17:00</td>
<td>William May</td>
<td>22025</td>
<td>Van Buren Road North Extension: Route 234 to Cardinal Drive</td>
<td>Zip code: 22025 Six Year Program Written Comment: It is pre-mature to request/spend $8,000,000 on the Van Buren Road extension until (1) completion of Ms Bailey’s environmental impact study AND (2) a satisfactory traffic analysis of the impact at the intersection of Rte 234 and Van Buren Road.</td>
<td>No</td>
</tr>
<tr>
<td>Date</td>
<td>Zip</td>
<td>Project Title</td>
<td>Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>--------</td>
<td>---------------</td>
<td>----------</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 5/18/2020 4:58 PM | 22205  | Van Buren Road North Extension: Route 234 to Cardinal Drive | ZIP Code: 22205  
Six Year Program Written Comment:  
I am opposed to the Van Buren Rd North Extension. The project will not ease local and regional congestion. The extension of the I-264 lanes to Fredericksburg will do more to relieve that congestion.  
I am opposed to the widening of the I-95 HOV lane because the current speed limit is not a real bottleneck. Project Title:  
Route 234 to Cardinal Drive  
Van Buren Road project will route more traffic (as stated in the project description) which will traverse three residential communities. Four Seasons (an over-55 community), Copper Mill, and Cardinal Grove. The project will destroy the natural habitat of wildlife between I-95 and these communities, destroy green trees that buffer traffic noise from I-95, eliminate the middle portion of the Four Seasons wildlife trail used by many of its residents, and impact the Powells Creek. The plan would force traffic through the community of Cardinal Grove and disturb the tranquility and safety of the aforementioned residential communities. It will potentially allow large trucks to bypass the I-95 truck lanes. This project will allow commercial development along its route which will create more traffic, noise and visual blight for the impacted communities. It will cut off access to 12 acres of Four Seasons property. Funding for this project was withdrawn from the county’s transportation bond last year; thus understanding its low priority. |
| 5/18/2020 16:26 | Harvey Glass | ZIP Code: 22205  
Six Year Program Written Comment:  
I am opposed to the widening of the I-95 HOV lane because the current speed limit is not a real bottleneck. Project Title:  
Route 234 to Cardinal Drive  
I live in the 4 Seasons community that will border Van Buren road project. Myself and most of the people in my neighborhood along with other neighborhoods that border this road feel that this road is not necessary as it just benefits the businesses who will build along this road. We have already given our thoughts on this project to Andrea Baley and it seems that you are more concerned about Corporations and other commercial interest than residents. We don’t have much clout except for our vote. I think that MONEY is more important to you than our precious environment with all the trees that help our air and the home for all the animals that live in these wooded areas. I know you will need me as a form letter telling me how you’re doing the best you can, how interested in our environment, but the dollar is MORE important to you. The idea for this road project has been around for many years and given another 10 years many of us who oppose will not be able to see it started/completed. |
| 5/18/2020 15:53 | John Wagner | ZIP Code: 22205  
Six Year Program Written Comment:  
We are strongly opposed the the extension of Van Buren Road. While we hear I95 traffic noise, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. Iscreancy |
| 5/18/2020 15:30 | Francis Mullin | ZIP Code: 22205  
Six Year Program Written Comment:  
We are strongly opposed the the extension of Van Buren Road. While we hear I95 traffic noise, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. |
| 5/18/2020 15:05 | Thomas Dibley | ZIP Code: 22205  
Six Year Program Written Comment:  
We are strongly opposed the the extension of Van Buren Road. While we hear I95 traffic noise, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. |
| 5/18/2020 14:49 | William Laron | ZIP Code: 22205  
Six Year Program Written Comment:  
THE NORTH VAN BUREN EXTENSION IS A “BRIDGE TO NOTHING” PROJECT. HOW WILL IT RELIEVE LOCAL TRAFFIC WHEN IT SERVES NO ADJACENT RESIDENTIAL PROPERTIES AND IS NOT DIRECTLY CONNECTED TO I-95? IT HAS NO NORTHBOUND BENEFIT AND IF ANYTHING IT WOULD JUST LUMP SOUTHBOUND TRAFFIC INTO AN ALREADY OVERLOADED AREA OF RTE. 234. IT SEEMS EVEN VDOT GIVES IT A LOW RANK TO RELIEVE TRAFFIC CONGESTION. I WOULD LIKE TO SEE THE VEHICLE CARRY ESTIMATES AND HOW THEY ARE ARRIVED AT. I THINK THE $80,000,000 FOR LESS THAN 3 MILES OF ROAD WOULD BE MUCH BETTER SPENT ON A COUNTY RECYCLING PLANT. WEL |
| 5/18/2020 14:49 | John Kondra | ZIP Code: 22205  
Six Year Program Written Comment:  
We are strongly opposed the the extension of Van Buren Road. While we hear I95 traffic noise, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. |
| 5/18/2020 2:36 PM | Casey Dimock | ZIP Code: 22205  
Six Year Program Written Comment:  
DO NOT approve the Van Buren extension. VOTE NO to this plan. |
| 5/18/2020 1:56 PM | NVTA Website | ZIP Code: 22205  
Six Year Program Written Comment:  
This plan. would completely surround us and destroy what’s left of our sanctuary. Project Title:  
VIRGINIA W&OD Trail Enhancements  
Arlington W&OD Trail Enhancements  
Six Year Program Written Comment:  
We are strongly opposed the the extension of Van Buren Road. While we hear I95 traffic noise, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. |
| 5/18/2020 10:20 PM | NVTA Website | ZIP Code: 22205  
Six Year Program Written Comment:  
We are strongly opposed the the extension of Van Buren Road. While we hear I95 traffic noise, it is somewhat muted by distance. An extension of Van Buren Road will bring traffic noise much closer and undermine the ambiance of the community. In addition the nature trail is one of the best features of Four Seasons and will be less so with a road so close. We also would hate to see so much more of Virginia woodland so close to our community destroyed. We ask that you oppose the extension of Van Buren Road. |

This email was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/).
Attached please find my letter in support of CFC-005 and CFC-006.

As an active resident of the Four Seasons Community since 2003, I have come to enjoy the beauty and relative peacefulness of our community and surrounding environs. I find the thought of compromising this environment in order to provide for accommodating traffic patterns somewhat repulsive, compromising the existing quality of living for current PWC residents.

The environment is also a concern. The air pollution due to the proximity of Interstates 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone. A neighbor was killed while walking along Shreve Road last summer. Frequent accidents between cyclists and bikers and Automobiles occur regularly.

Please help us by making these desperately needed changes.

For all of the above reasons, I am joining with other concerned Arlington residents to ask you to reject the request from the Northern Virginia Regional Parks Authority (NOVAParks) for funding from NVTA to widen the W&OD Trail in Arlington:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface – The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

Please reject this request for funding!

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Please reject this request for funding!

Yes

No

No

Yes

No
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| Email           | 5/18/2020 1:32 PM | Janice Martin | 22046 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity                | This is Janice Martin 22046:  
  - As a resident in the Shreve Road community, I would like to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.  
  - Transportation improvements along this stretch of Shreve Road are clearly needed.  
  - Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger  
  - As commercial development expands, more and more vehicles will be on Shreve Road.  
  - Adequate protection for bicyclists and pedestrians is vital.                                                                                                                                                                                                                                                                                                                                                     | Yes     |
| NVTA Website    | 5/18/2020 13:31 | William Binney | 22025 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive                   | Six Year Program Written Comment:  
Impact Statement:  
Not only will this project increase the traffic and destruction of the roads in this area, there are already large trucks that cut through the area that travel from I-95 to I-66. With the addition of the proposed road we can expect adverse changes on our property values, nature trail and community security.  
This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)                                                                                                                                                                                                                     | No      |
| Email           | 5/18/2020 13:12 | Adi Rose Henderson | 22046 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity                | I am a sixth grade student at Mary Ellen Henderson Middle School and I am writing to you to say that I support the West Falls Church Access to Transit and Multimodal Connectivity application.  
When we could go to school, I walked down Shreve Road almost every day. I want it to be safer for me and my friends and my mom and my dogs, who sometimes walk to school with me. I would appreciate it if you could please fund this project. Thank you for reading this and for all the work that you do. It is all very helpful.  
Also, here’s a random dad joke to lighten up your day: a bad limbo player walked into a bar.                                                                                                                                                                                                                       | Yes     |
| NVTA Website    | 5/18/2020 13:05 | Angelo DiMascio | 22025 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive                   | Six Year Program Written Comment:  
We must avoid an environmental disaster resulting from the construction of the Van Buren Road extension. There is no compelling justification for spending public funds for a road that is not required by the citizens!!!                                                                                                                                                                                                                     | No      |
| NVTA Website    | 5/18/2020 12:56 PM | Al Setikas | 22025 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive                   | Six Year Program Written Comment:  
The Van Buren Extension should NOT BE APPROVED!!!  
It would destroy neighborhood areas and have a negative impact on residents and wildlife quality of life!                                                                                                                                                                                                 | No      |
| NVTA Website    | 5/18/2020 12:34 | John Maceo | 22025 | Other          | Other                                                                        | Six Year Program Written Comment:  
It is incomprehensible that Spending that much money for a road that will not cure the congestion problem of everyday travel but instead destroy the lifestyle of many living in the nearby homes. There must be a better way to spend taxpayers money!                                                                                                                                                                                                                     | Other    |
| Email           | 5/18/2020 12:26 | Mike J.     | 22043 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity                | Dear Sir or Ma'am,  
I am writing in support of the West Falls Church Grant Project.  
As a local resident (zip 22043), I feel that the West Falls Church Access to Transit and Multimodal Connectivity application is essential. Improvements along this stretch of Shreve Road are clearly needed. As an avid jogger and biker I have significant experience with the road conditions/arrangement in this area and it is exceptionally dangerous. New developments will only serve to exacerbate the already existing problems, resulting in more accidents and injuries. In short, I feel that adequate protection for bicyclists and pedestrians is essential for community safety.                                                                                                                                                     | Yes     |
| NVTA Website    | 5/18/2020 12:12 | Gary Coffin | 22025 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive                   | Six Year Program Written Comment:  
Need to spend it on more need projects, like adding more lanes to I5, not toll lanes  
It is going to create bottle neck at Dumfries Rd and Van Buren. Probably all Tractor trailers will take to avoid the weight scales  
No a win for anyone except the one building the warehouses Gary Coffin                                                                                                                                                                                                                                                                                                                                                     | No      |
| NVTA Website    | 5/18/2020 11:48 | Russell Tomita | 22025 | PWC-025        | Van Buren Road North Extension: Route 234 to Cardinal Drive                   | Six Year Program Written Comment:  
I highly recommend the Van Buren Road North Extension: Route 234 to Cardinal Drive project not be funded. As a resident of the Four Seasons community, this road will have a significant negative impact on our community in a number of ways, more specifically on our property values, quiet enjoyment, nature trail, and community security.                                                                                                                                                                                                                     | No      |
Comment channel  | Date       | From                | Zip  | Project Number | Project Title | Comments                                                                                                                                                                                                 | Support |
--- | --- | --- | --- | --- | --- | --- | --- | --- |
NVTA Website  | 5/18/2020 11:16 | Ellis Bell Jr.  | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I believe the project would be a negative impact on our overall community. Noise and overall construction process would destroy the quality of life that we now have at Four Seasons Historic Virginia. This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/) | No |
NVTA Website  | 5/18/2020 11:34 | Sharon Falgout    | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I'm writing to express my concern regarding the Van Buren Road Extension. This road will have a significant negative impact on our community in general, and more specifically on property values, and community security. To be candid, this is not about easing traffic. This is a proposal by one individual who owns a land locked parcel and is trying to entice the county into helping him obtain access. A 2 mile road is not going to significantly ease 95 traffic and will not benefit a significant number of county residents. The proposed road will allow trucks to bypass the weigh station on 95, cause congestion to the communities that use Benita Fitzgerald, Cardinal Drive and 234. It would overload the small intersection, which is already congested, at Van Buren and 234, which cannot be expanded. This is not a proposal I want our valuable county funding to support. | No |
NVTA Website  | 5/18/2020 11:23 | Sharon Falgout    | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I'm writing to voice my opinion concerning the Van Buren Road Extension. This road will have a significant negative impact on our community in general, and more specifically on property values, and community security. To be candid, this is not about easing traffic. This is a proposal by one individual who owns a land locked parcel and is trying to entice the county into helping him obtain access. A 2 mile road is not going to significantly ease 95 traffic and will not benefit a significant number of county residents. The proposed road will allow trucks to bypass the weigh station on 95, cause congestion to the communities that use Benita Fitzgerald, Cardinal Drive and 234. It would overload the small intersection, which is already congested, at Van Buren and 234, which cannot be expanded. This is not a proposal I want our valuable county funding to support. | No |
NVTA Website  | 5/18/2020 11:13 | Alfred Gambrill   | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I am strongly against the NVTA’s Van Buren Road Design, Engineering, and Environmental Assessment Project. I believe that Minnieville Rd and Route One adequately provide the county with parallel alternatives to I-95. An 80 million dollar project will be a waste of time and money. Please don’t take this to mean that I am against this type of project, but I am strongly against this one. I live near both military installations in town and the congestion is already a nightmare. | No |
Email         | 5/18/2020 10:59 | Daniel O'Grady    | 22046 | CFC-006 | West Falls Church Access to Transit and Multimodal Connectivity | Name: Daniel O'Grady Zip Code: 22046 Six Year Program Written Comment: I understand that NVTA is considering a grant that would go for improvements to the pedestrian and bicycling pathways along Sheve Road, from the W&OD Trail to Route 7. I hope this can be approved. These pathways are critical. I walk and bike along this stretch often and find it very nerve-wracking. Cars whiz around this corner and there is no protection offered to those who choose to walk, many of whom are teenagers coming home from the high school and middle school at the corner. I sent in a photograph of this scene to the county authorities last year and labeled it as “Dead Man’s Corner.” It is truly scary. And we are still mourning the violent death last summer of a young mother struck down by a speeding motorist while walking from the Poplar Heights townhomes club. That tragedy alone underscores the need for serious improvements. | Yes |
NVTA Website  | 5/18/2020 10:53 | Robert Ellis      | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I want to comment on the Van Buren Road design and construction project. My wife and I are both 100% AGAINST this project as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. We recently purchased our home because of the attributes of the community. Adding another road just to make a trip a little quicker is ridiculous. There comes a point where you must just say STOP! – we have enough roads. I strongly encourage you to remove this project and have Four Seasons as the wonderful community that it was built to and remain. Thank you, Robert Ellis. | No |
NVTA Website  | 5/18/2020 10:54 | Robert Ellis      | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: I want to comment on the Van Buren Road design and construction project. My wife and I are both 100% AGAINST this project as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. We recently purchased our home because of the attributes of the community. Adding another road just to make a trip a little quicker is ridiculous. There comes a point where you must just say STOP! – we have enough roads. I strongly encourage you to remove this project and have Four Seasons as the wonderful community that it was built to and remain. Thank you, Robert Ellis. | No |
NVTA Website  | 5/18/2020 10:53 | Frederick Clem    | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: The Northern Virginia Transportation Authority (NVTA) is considering 41 transportation projects for its 2021 funding. Van Buren Road North was submitted by Prince William County for funding to conduct Design, Engineering, and Environmental Assessment of the road. If the road is funded and built, it will have a significant negative impact on the Four Seasons Active Retirement community in general, and more specifically on the property values, quiet enjoyment, nature trail, and community security. Therefore, I am requesting that the Van Buren Road North Design Project be removed from the 2021 funding request. Thank you. | No |
NVTA Website  | 5/18/2020 10:53 | Frederick Clem    | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: The Northern Virginia Transportation Authority (NVTA) is considering 41 transportation projects for its 2021 funding. Van Buren Road North was submitted by Prince William County for funding to conduct Design, Engineering, and Environmental Assessment of the road. If the road is funded and built, it will have a significant negative impact on the Four Seasons Active Retirement community in general, and more specifically on the property values, quiet enjoyment, nature trail, and community security. Therefore, I am requesting that the Van Buren Road North Design Project be removed from the 2021 funding request. Thank you. Frederick Clem. | No |
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
NVTA Website | 5/18/2020 10:48 AM | David McCarthy | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: Opposed to Van Buren Rd expansion. Please remove the Van Buren Road design and construction from the County's transportation bond referendum as this road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. | No

NVTA Website | 5/18/2020 10:46 | Mike Herrick | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: Van Buren road in PWC. Will have adverse impact on security on four seasons, gated community. Road will cut thru back of community and allow ingress into community and destroy tree buffer that shields us from road noise of I95. | No

NVTA Website | 5/18/2020 10:44 | Roberta Yourtee | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Zip code: 22025 Six Year Program Written Comment: As a resident of Four Seasons of Historic Virginia on route 234, I strongly urge you not to approve the Van Buren Road extension as it will have a negative impact on the lives of residents in our development. Besides the significant impact on the environment the disruption of our lives will be greatly impacted by the road passing through and very near our homes not only causing unprecedented noise but also reduce the value of our homes. I beg to please consider not going through with this plan. Respectfully, Mrs. Roberta Yourtee | No

Email | 5/18/2020 10:43 | Jason Kagarise | CFC-006 | | West Falls Church Access to Transit and Multimodal Connectivity | Six Year Program Written Comment: As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. | Yes

Email | 5/18/2020 10:42 | Jennifer Diffell | 22025 | CFC-006 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail. The design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents are forced to add to the number of vehicle trips to reach nearby destinations, including the metro, Poplar Heights pool, and Shrewewood Elementary (which has not been able to participate in the annual Bike/Walk to school day because of safety issues.) | Yes

NVTA Website | 5/18/2020 10:41 AM | D. Anette Gray | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: As a Four Seasons resident, I am deeply opposed to the Van Buren project. We have way too much wooded land clearing and construction going on around us, and enough is enough. The owner was not publicly forthcoming in a timely manner, and it turns out he didn’t fully specify his intent. We need to preserve what little wooded areas that are left, in order that the value, safety and quiet of the area around us may be spared. | No

NVTA Website | 5/18/2020 10:41 | Judy Dota | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Please do not consider the Northern Van Buren Road extension! We live in Four Seasons and the road will negatively impact our homes. The noise level, our community's safety, our property values, our nature trail and peaceful community feel would be strongly impacted! | No

NVTA Website | 5/18/2020 10:38 | Adrienne Fagler | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Re: to Van Buren project Reasons for no: 1) Residents walk the Four Seasons nature trail daily, and this project would have a negative impact on the trail and make the trail less safe for residents. 2) The project would decrease property values, and the neighborhood would possibly have undesirable walking through our neighborhood due to the closeness of Van Buren. | No

NVTA Website | 5/18/2020 10:33 | Elizabeth Kelly | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Re: NVTA Van Buren Road Design Project: This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. Please do not do this project (funding) in your 6-year plan. | No

NVTA Website | 5/18/2020 10:32 | Kelley Thomas | 22025 | PWC-025 | Van Buren Road North Extension: Route 234 to Cardinal Drive | Six Year Program Written Comment: Re: NVTA Van Buren Road Design Project: This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. Please do not do this project (funding) in your 6-year plan. | No
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/18/2020 10:32</td>
<td>Stephen Sebesta</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a long-term resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I have lived just off two sections of the road over the past 10+ years and have personally witnessed far too many injuries, vehicle crashes, and near misses. The situation has been dire for many years, and with the additional traffic coming due to commercial development at Route 7 &amp; Shreve road, these safety issues simply must be addressed now. Vehicular traffic is poised to significantly increase, and without transportation improvements for all users of the road there will certainly be many more injuries. The residents of this community deserve safe crossings and safe roads, especially with multiple trail crossings and multiple schools and paths along, adjacent to, and directly feeding into the route.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 10:21 AM</td>
<td>Liz Verdi</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Improvements along this stretch of Shreve Road are clearly needed to provide protection for bicyclists and pedestrians. The proposed mixed-use project that will be developed where George Mason HS is currently located, will provide a walk-able entertainment area for our neighborhood. We are in fear of this road due to the tragic event that killed a woman last year.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 10:09</td>
<td>Andre Christian</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 10:07</td>
<td>Brian Ostar</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a homeowner in Falls Hill and the Shreve Road community, I would like to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. My family and I, including two young boys, often take walks and bikes along Shreve Road, and it often is quite dangerous to walk to Route 7. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/18/2020 9:54</td>
<td>Erol Morey</td>
<td>22202</td>
<td>ARL-014</td>
<td>VC20CA Intermodal Connector</td>
<td>Go code: 22102 Six Year Program Written Comment: Great stuff! That said, please prioritize the walkway from Crystal City/National Landing to the airport as #1 to implement. Whatever you can do to fast track should be done.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 9:35</td>
<td>Scarborough</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I have lived just off Shreve Road on Highland Estates Place. Several mornings each week I jog on the trail that runs along Shreve Road. The trail is an ideal place for exercise and transportation in our community, but there are dangers in its design that require me to be on heightened alert when I use it near road crossings. Given that road usage is only going to increase in the future, I feel that it is important for the safety of the residents in our community to make the changes contemplated by the West Falls Church application. I ask that you give serious consideration to this important improvement in our community.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------</td>
<td>-----------------</td>
<td>---------</td>
<td>----------------</td>
<td>-------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 9:27</td>
<td>Armand LeVasseur</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>To whom it may concern – I am writing to provide my support for the West Falls Church Access to Transit and Multimodal Connectivity application. As a resident that lives near Shreve road and a member of the Poplar Heights pool which is adjacent to Shreve Road, I utilize the stretch of road that is being considered for improvements as part of this grant. I personally use the pedestrian pathway with my family to walk to the retail area on Route 7 via this area. With the increase in commercial development along Route 7 including the new school and retail that will accompany it, there will be even more foot traffic along this path. Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger and one that was realized too painfully last year. As you know, a neighbor in the community was tragically killed. This hit closer to home for us as my son attended school with her son and we had been friends for 6 years. I know you can’t make a decision based on sadness but I do think it should showcase a need for the improvements. This area of our city needs these improvements and I hope that you can provide the approval for this grant to be awarded. Best regards,</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 9:27</td>
<td>Jeff Kuck</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I am writing to express my support for safety improvements focusing on pedestrian and bike safety along Shreve Road between the W&amp;OD trail and Route 7. Myself and other concerned residents have communicated with community and transportation leaders of Fairfax and the City of Falls Church multiple times about dangers I have personally observed along this stretch of roadway and I will forward these messages separately for your review. My children use this transit corridor on a daily basis to walk and bike to and from school at MDH and George Mason. I walk this stretch to access the W&amp;OD metro. All of my family use this stretch periodically to reach events held at the local VFW, go to shopping stores on Route 7, and visit restaurants as well. The level of volume, high speed of vehicles, a complete absence of crossing points, and the dangerous curve are all issues that need to be addressed if additional deaths and accidents along this stretch of roadway are to be mitigated. Traffic issues will increase as additional development, both commercial and residential, are built in the area. While there have been improvements made to the sidewalk along this stretch since 2018, much still needs to be done to enhance traffic, pedestrian, biker safety, and ADA compliance.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 8:56</td>
<td>Jim Hibbard</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Hi, I am writing to express my support for safety improvements for Shreve Road. I live adjacent to the W&amp;OD trail near Shrevewood Elementary School and can see Shreve Road from my back patio. I am a frequent user of the bike path for walking and for biking. I also use Shreve Road to drive to Merrifield. I would like better safety for pedestrians on Shreve Road. Also, I would like a reduced speed on Shreve Road. If that is not possible, I would like a means to better control speeds or enforce the current speed limit. I observe that many drivers use Shreve Road as a cut through route and that speeds often exceed the 35 mph speed limit.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 7:57</td>
<td>Andrea Cro</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I am writing to you as a resident with property backing onto Shreve Road and the site of the tragic accident near the Vulcan factory that claimed the life of a member of our swim club and community. I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation safety improvements are clearly needed to prevent further loss of life. My community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As projects surrounding the West Falls Church Metro expand, the traffic on Shreve Road will increase, along with greater danger to pedestrians. Please support safety in our community through this grant. Thank you for your attention to this imperative matter. Andrea Cro</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 7:41</td>
<td>Gary Callaghan</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Hi, my name is Gary Callaghan and I am an resident of Falls Church in the 22046 zip code. As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I was saddened last year when a Falls Church resident lost her life after being hit by a car on Shreve Road. Transportation improvements along this stretch of Shreve Road are clearly needed. Residents of our community use Shreve Road for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. In the meantime until improvements are made, we can only hope there are no more injuries or fatalities along Shreve Road. Please do you part so that we have more than hope to rely upon. Gary Callahan</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/18/2020 5:42</td>
<td>Cindy Juvan</td>
<td>22043</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>To Whom it May Concern: I support the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are needed in order to support our community. This pathway is used daily for access to metro and retail, but the design of the road and lack of protection puts families in danger. We would like to ensure that families are protected, especially since expanding commercial development will increase the number of vehicles on Shreve Road. Sincerely, Cindy Dormont</td>
<td>Yes</td>
</tr>
</tbody>
</table>
My name is David Moya, and I live with my wife Karen and three children at 7227 Allan Ave, Falls Church, VA 22046. I strongly support the Shreve Rd redevelopment grant. Allan Ave is a cut through from Shreve road and has over 350 cars an hour during rush hour. With no sidewalks we risk our lives everyday as people drive over the speed limit down our streets coming from Shreve Rd. Our children wait for the bus in the street as cars speed past. Majority of those cars come from Shreve Rd. The traffic pattern must be fixed and this starts with Shreve Rd.

Once improvements are completed, the access to Burkelew must be restricted at rush hour to residents only. This was done in Sleepy Hollow and other neighborhoods in Fairfax County. This must happen here. We have had one family devastated by the lack of leadership here. We need the funds now, and safety must come first in our county.

I hope this finds its way to the right person before it’s too late for another family.

Denis

Email 5/17/2020 22:03 Denis He  22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Hello,

Adam Enatsky

Email 5/17/2020 9:06 PM Adam Enatsky  22046 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

‐‐ Transportation improvements along a dangerous turn on Shreve Road, next the Vulcan factory, that are clearly needed.
‐‐ A safe community use pathway for daily access to Metro and shopping. The current outdated design of the road lacks protection of any kind and represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road.
‐‐ Adequate protection for bicyclists and pedestrians at this turn as it is also a connection point to the W&OD trail.

Hi, My name is Liz Sites and my zip code is 22046. As a resident in the community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger.

As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital. Thank you. Liz Sites

Also: I have two young boys who I want to use this stretch safely. Thanks.

I am a member of the Shreve Road community, and I strongly support the West Falls Church Access to Transit and Multimodal Connectivity application.

I have lived in the Falls Hill neighborhood for 32 years and I have seen the increase in population and the volume of traffic make Shreve Road more and more dangerous – for cars, bikes and pedestrians. With the ongoing development around the Shreve Road and Rte. 7 intersection, I expect that without thoughtful improvements, conditions and levels of safety will continue to deteriorate.

I would love to be able to walk or bike to Metro or to go shopping, but even before the development got under way, the route was not safe, as evidenced by the death last summer of a community member walking near the Vulcan plant. With even more people, more cars, and more reasons to use the road, I expect we will see even more tragic accidents.

Please do not leave our community to fend for ourselves under worsening conditions. Please fund the transportation grant for safety improvements along Shreve Road.

Respectfully,
Ann Var
Falls Hill Neighborhood Member

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Yes
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/17/2020 7:36 PM</td>
<td>Nicole Lima</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Good evening,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 19:34</td>
<td>Robert Torla and Ann Sibold</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>As residents of Falls Church (zip code 22046) and members of the Poplar Heights Recreation Association, we support the $6.9 million transportation grant for safety improvements along Shreve Road that would have a direct bearing on Poplar Heights Recreation Association and on the safety of the bike path that runs along and crosses Shreve Road. In particular, we must prevent another tragic accident like the one which occurred last summer: a pedestrian was killed by a speeding motorist while walking along and trying to cross Shreve Road.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– As residents of the Shreve Road community, we would like express our strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– Transportation improvements along this stretch of Shreve Road are clearly needed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– As commercial development expands, more and more vehicles will be on Shreve Road.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– Adequate protection for bicyclists and pedestrians is vital.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Thank you for your consideration of the vital importance of this grant to our community.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sincerely,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ann Sibold and Robert Torla</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 7:00 PM</td>
<td>Steve Ruwe</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>I am AGAINST the grant proposal addressed below.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>We are obviously going to be facing budget crunches looking ahead. The tragic death addresses below involved a stolen vehicle and was not a normal traffic accident. There is no call for an almost $7m solution to a random incident. Also consider the extreme reformation of shreve/haycock on the other side of rt 7. Perhaps understand the impact of that development before a project to reform traffic on the shreve side of that traffic area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Btw, the entity that sent this email may be violating it’s own charter in engaging in the lobbying it is engaged in.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-------- Forwarded message --------</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>From: Poplar Heights Rec. Assoc. <a href="mailto:president@poplarheights.org">president@poplarheights.org</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Date: Sun, May 17, 2020, 6:39 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Subject: Please Support Shreve Road Safety Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>To: <a href="mailto:ssruwe@gmail.com">ssruwe@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>View this email in your browser</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Poplar Heights Recreation Association</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 18:55</td>
<td>Sonia Urbom</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Transportation improvements along this stretch of Shreve Road are clearly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.</td>
<td></td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>---------------</td>
<td>------</td>
<td>----------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 3:16 PM</td>
<td>Andrew Gilmore</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Dear NVTA, I am a twelve year old boy and a resident of Falls Church City. I think you should support the grants for the Park Avenue Improvement, CFC-005 and East side of Shreve Rd, between W&amp;OD and Rte. 7, CFC-006. I use Park Avenue often including going to the library and celebrating Memorial Day. The sidewalks are small and normally overcrowded. Shreve Rd is currently not looking like a safe place for students to walk home. The sidewalk is broken and cracked in many places. These grants would help Falls Church City by making pedestrians safer, please consider giving us these grants.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 3:16 PM</td>
<td>Andrew Gilmore</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>Dear NVTA, I am a twelve year old boy and a resident of Falls Church City. I think you should support the grants for the Park Avenue Improvement, CFC-005 and East side of Shreve Rd, between W&amp;OD and Rte. 7, CFC-006. I use Park Avenue often including going to the library and celebrating Memorial Day. The sidewalks are small and normally overcrowded. Shreve Rd is currently not looking like a safe place for students to walk home. The sidewalk is broken and cracked in many places. These grants would help Falls Church City by making pedestrians safer, please consider giving us these grants.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 14:58</td>
<td>Paul Snodgrass</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear NVTA, I am writing in support of the widening of the W&amp;OD Trail, particularly in the highly utilized sections around neighborhoods, parks, and playgrounds. As more and more people use these vital arteries for recreation, commuting, and training, it is clear that the mixed use requires more space. In a time of social distancing, this is even more clearly needed. Electric assist transportation like e-bikes and scooters should be encouraged, but we need to have more space to accommodate people traveling at different speeds. I am also supportive of improving the safe use of our street system for bicycles and other alternative to cars for transportation. The climate crisis and health of our residents are top on my mind and I encourage all efforts to reduce energy consumption, particularly from fossil fuels. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/17/2020 11:42 AM</td>
<td>Ron Friedmann</td>
<td>22205</td>
<td>Ballston-Arlington Metrorail Station West Entrance</td>
<td>Dear NVTA, I urge you to support the proposed West Entrance to the Ballston Metro station. The proposal is Application ARL-019 under consideration in NVTA’s Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). The proposed new entrance would be at Vermont Street, nearly a quarter mile to the west of the sole existing entrance, at Fairfax Drive and Stuart Street. Building the new entrance would bring a number of important benefits. * Faster access for people living to the west of the station, thus encouraging more Metro use. This would also support the extensive new residential construction west of Ballston Station, including several hundred new apartments. This likely changes the calculus of past studies. * The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metrorail ridership from 20,000 today to 40,000 by 2040. * The single existing entrance also represents a safety issue in my opinion. The ability to evacuate the station in the event of an emergency is badly limited now, especially in peak hours. * The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. * The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end. * The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston’s bus depot. * Due to Metro’s nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia. Ballston is one of the most important multimodal hubs in Virginia. Since it was designed with only one entrance, the area around it, and particularly to its west, has become much more densely populated. Its single entrance is over capacity and no longer effectively serves the needs of its area. Adding a second entrance will encourage the use of mass transit and improve safety.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
I urge you to support the proposed West Entrance to the Ballston Metro station. The proposal is Application ARL-019 under consideration in NVTA’s Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP).

- It would make walking to Metro much more convenient for people living to the west of the station and encourage more people to use Metro. This, in turn, would decrease driving and highway trips.
- The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role.
- The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end.
- The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston’s bus depot.
- The new entrance will make it easier to evacuate the Ballston Station in the event of emergency. The Ballston Station has high ridership and is often very crowded. Thus, improved evacuation routes are extremely important.

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

Sincerely,

Tania Chandler
Resident and Home Owner
Arlington, VA

The proposed new entrance would be at Vermont Street, nearly a quarter mile to the west of the sole existing entrance, at Fairfax Drive and Stuart Street. Building the new entrance would bring a number of important benefits.

- It would make walking to Metro much more convenient for people living to the west of the station and would encourage more people to use Metro. Thus, it would decrease driving and highway trips.
- The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metro ridership from 25,000 today to 40,000 by 2040.
- The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role.
- The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end.
- The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston's bus depot.
- The new entrance will make it easier to evacuate the Ballston Station in the event of emergency. The Ballston Station has high ridership and is often very crowded. Thus, improved evacuation routes are extremely important.

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

Sincerely,

Henry McFarland
Resident and Home Owner
Arlington, VA

I urge you to support the proposed West Entrance to the Ballston Metro station. The proposal is Application ARL-019 under consideration in NVTA’s Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP).

The proposed new entrance would be at Vermont Street, nearly a quarter mile to the west of the sole existing entrance, at Fairfax Drive and Stuart Street. Building the new entrance would bring a number of important benefits.

- It would make walking to Metro much more convenient for people living to the west of the station and would encourage more people to use Metro. Thus, it would decrease driving and highway trips.
- The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metro ridership from 25,000 today to 40,000 by 2040.
- The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role.
- The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end.
- The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston’s bus depot.
- The new entrance will make it easier to evacuate the Ballston Station in the event of emergency. The Ballston Station has high ridership and is often very crowded. Thus, improved evacuation routes are extremely important.

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

Sincerely,

Henry McFarland
Resident and Home Owner
Arlington, VA

I write in support of widening and improving the W&OD and Custis walk/bike trails. If Coronavirus has taught us nothing else it is that the our trails suffer dangerous rush hour conditions not just during work commuting hours but whenever people are at home as well.

Also, please triple the width of the trails and create a roadway for the lanes near the wall if the cyclists insist.

Page 117
On behalf of the Falls Church Chamber of Commerce, please accept this email as a statement of support for the transportation grant application recently submitted by the City of Falls Church that will improve downtown Falls Church.

As a resident of the City of Falls Church, I believe that improving downtown Falls Church is essential to the City of Falls Church. The City of Falls Church is a small town where citizens enjoy walking to Features in the town like Mary Riley Styles Public Library on the corner of North Virginia Ave and Park Ave. This project will improve not only the happiness of the citizens but the safety of the citizens of Falls Church.

In summary, the Chamber and citizens of Falls Church encourage the NVTA to approve the City’s grant application, as it will encourage multimodal transportation options and spur economic development in the greater Falls Church area.

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

Hi

Could you please tell me what impact the plans to change the W&OD trail in Falls Church will have on the Elwood Street Memorial Bench? What effort will be made to preserve and protect this historic structure?

Thank you for your time,

---

I support the widening of Route 1 in the Town of Dumfries. This would provide a tremendous easing of traffic and make it much better for the residents to be able to move about in the town. Currently it is very congested especially during rush hour. Also the widening of Route 1 would make it more attractive for new businesses to be created in the Town of Dumfries which is desperately needed. This will allow for more revenue in the town and places for the residents to shop. Lastly, it allow for travelers passing through the Town an easier route instead of causing traffic congestion in the Town.

Dear NVTAA,

This project will improve not only the happiness of the citizens but the safety of the citizens of Falls Church.

In summary, the Chamber and citizens of Falls Church encourage the NVTA to approve the City’s grant application, as it will encourage multimodal transportation options and spur economic development in the greater Falls Church area.

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

I'm writing to express my support for the "West Falls Church Access to Transit and Multimodal Connectivity" grant.

We bought our home in part because of proximity to the metro, which would allow me to commute from our house on Fairwood Lane to the West Falls Church metro by bike, and take the metro to my office in downtown DC. But unfortunately, after moving in last fall, I discovered that the bike route along Shreve to West Falls Church metro is far from ideal. There is busy traffic including heavy duty vehicles, at least one blind turn—not ideal for biking, and the sidewalks are narrow and bumpy. In addition, there is insufficient street lighting, so on dark winter evenings coming home from the metro, I have repeatedly had “near misses” with cars on Shreve Road. The path could use significant improvement, and the grant could help on that front.

Plus, the path would make it easier to walk or bike to the new mixed-use center planned at the intersection of Shreve and Rt. 7.

Thank you for your time,
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/14/2020 15:52</td>
<td>David Tarter, Mayor, City of Falls Church via Kerri Oddenino</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>The City of Falls Church respectfully submits this letter of support for the (1) West Falls Church Access to Transit and Multimodal Connectivity Project, and the (2) Downtown Falls Church Multimodal Improvements Project applications for funding through the NVTA FY2020-2025 Six Year Program. Letter attached.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/14/2020 15:52</td>
<td>David Tarter, Mayor, City of Falls Church via Kerri Oddenino</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>The City of Falls Church respectfully submits this letter of support for the (1) West Falls Church Access to Transit and Multimodal Connectivity Project, and the (2) Downtown Falls Church Multimodal Improvements Project applications for funding through the NVTA FY2020-2025 Six Year Program. Letter attached.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/14/2020 11:26</td>
<td>Katy Lang</td>
<td>22046</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Good morning NVTA,  I am writing in support of NovaParks’ project #40 to widen the W&amp;OD trail. The W&amp;OD is a critically important transportation connector for the northern Virginia region. If the W&amp;OD was wider, induced demand would attract even more biking and walking trips which would relieve congestion on I-495. The benefits to air quality (one of the worst environmental problems in our region) are huge when car trips and congestion are reduced. As the Bicycle Element of Arlington’s Master Transportation Plan explains, increasing safe spaces for people to bike helps the environment. Transportation accounts for 29% of total greenhouse gas emissions in the United States and trips within Arlington account for 24% of Arlington’s emissions. That is why reducing vehicle miles traveled and increasing use of alternative and public transportation is one of the primary goals of Arlington’s recently adopted Community Energy Plan.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/14/2020 10:24 AM</td>
<td>Keith Thurston</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I am writing in support of the two applications submitted by the City of Falls Church. The Downtown Inter-modal application is key to improving pedestrian crosswalks, rationalizing intersections and and provided better access to mass transit stops. Safe connections from the W&amp;OD Trail with pathways to walk and bike to the West Falls Church Metro station is very important to integrated the transportation network. We fully support both of these initiatives.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/14/2020 10:24 AM</td>
<td>Keith Thurston</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>I am writing in support of the two applications submitted by the City of Falls Church. The Downtown Inter-modal application is key to improving pedestrian crosswalks, rationalizing intersections and and provided better access to mass transit stops. Safe connections from the W&amp;OD Trail with pathways to walk and bike to the West Falls Church Metro station is very important to integrated the transportation network. We fully support both of these initiatives.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/14/2020 9:45</td>
<td>Chris Forinash</td>
<td>NOV-002</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear Members of the NVTA, Please support the project proposed by NovaParks to improve the capacity and performance of the W&amp;OD trail, #40 on your current candidates list at <a href="https://thenovaauthority.org/wp-content/uploads/2020/05/NVTA-FY2020-2025-SYP-Candidate-Project-List-3-11-Linked.pdf">https://thenovaauthority.org/wp-content/uploads/2020/05/NVTA-FY2020-2025-SYP-Candidate-Project-List-3-11-Linked.pdf</a>. As the only NovaParks project in front of you, and the one that most directly improved bike &amp; ped facilities, the W&amp;OD improvements deserve your support. The modest price tag - especially compared to wasteful highway widenings that bring environmental degradation - makes it especially attractive as part of your upcoming funding package. As we have seen during COVID shutdowns, people want and need safe recreation and transportation, and prefer walking and biking to driving. As we begin to recover from COVID, more and more people will be biking to work and school as well. We need to support those changing preferences, and separating bikers from walkers on the W&amp;OD is an important step. In addition, this path provides a real alternative to driving on I-66 and other congested highways and roads. I am concerned about the quality of our environment and natural spaces. The best thing we can do for the environment is to help people drive less. More local concerns like flooding and tree preservation can and will be addressed through detailed design as this project moves forward. Thank you for supporting NovaParks’ W&amp;OD trail enhancements. Please feel free to contact me with any questions.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/14/2020 9:32</td>
<td>Jennifer Beck</td>
<td>Other</td>
<td>Other</td>
<td></td>
<td>Good morning, Please find my letter in support of NVTA Grant Request for the City of Falls Church attached to this email. Thank you for your time and consideration. Jennifer Beck</td>
<td>Other</td>
</tr>
</tbody>
</table>
As a long-time member of the Health and Wellness Committee, I am writing to strongly support the City of Falls Church’s grants for funds to improve the West Falls Church Connection to W&OD Trail Project (Application # CFC-006) and the Downtown Falls Church Multimodal Improvements Project (Application # CFC-005). Funding these grants will greatly increase pedestrian and bicyclist safety and encourage more walking and biking in the City.

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

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

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

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

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

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

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

As a resident in the Shreve Road community for over 20 years, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

As a member of the West Falls Church Community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/13/2020 8:20</td>
<td>John Kosco</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/13/2020 8:09</td>
<td>Heather S. Mayhew</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/12/2020 22:35</td>
<td>Christopher Prior</td>
<td>20136</td>
<td>PWC-017</td>
<td>Prince William Parkway at Clover Hill Road Innovative Intersection</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/12/2020 22:35</td>
<td>Christopher Prior</td>
<td>20136</td>
<td>PWC-019</td>
<td>Route 234 and Sudley Manor Drive Interchange</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/12/2020 22:35</td>
<td>Christopher Prior</td>
<td>20136</td>
<td>PWC-017</td>
<td>Prince William Parkway at Clover Hill Road Innovative Intersection</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/12/2020 22:35</td>
<td>Christopher Prior</td>
<td>20136</td>
<td>PWC-019</td>
<td>Route 234 and Sudley Manor Drive Interchange</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Improvements that have already been made are very helpful. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration.</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/12/2020 22:35</td>
<td>Marion Hopkins</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I live just off of Shreve Road in Falls Church, and I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are critically needed. Our community uses the pathway daily for access to metro, schools and retail, however the design of the road and lack of protection puts our families, especially children and the elderly in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents which have happened multiple times a year. Unfortunately, one accident had a fatality of a mother walking with her son to get an ice cream cone from Mike's. This horrible fatality should be enough justification to get this application approved. Our community is in danger of having more fatalities as the Falls Church Development at the George Mason High School site gets underway. Therefore, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. In addition, expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. This will also increase the likelihood of fatalities along Shreve Road. So, please approve this West Falls Church grant to save lives and enhance safety for our community. Thank you for your consideration and stay safe.</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Page 123**
Dear NVTA,

Email 5/12/2020 21:23 John H. Misleh 22046 CFC‐005 Downtown Falls Church Multimodal Improvements

Dear NVTA,

I am writing to encourage the Northern Virginia Transportation Authority to approve the City of Falls Church’s grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area.

We appreciate your consideration.

Yes

Email 5/12/2020 21:23 John H. Misleh 22046 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

Dear NVTA,

I am writing to encourage the Northern Virginia Transportation Authority to approve the City of Falls Church’s grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area.

We appreciate your consideration.

Yes

Email 5/12/2020 21:18 Wendy Hoskins 22046 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

I am very happy to hear that there is a grant to improve the Shreve Road area near I-7. The entire Shreve road area needs improvement for pedestrians to be able to walk safely so this is a good place to start. This area is near the Metro station where many pedestrians walk but it’s also one of the most dangerous because someone was killed walking on Shreve in this area last summer. That tells you just how dangerous this road is for pedestrians and how needed improvements are to make it safer. Please approve this grant.

Yes

Email 5/12/2020 7:27 PM Alice Lieberman 22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Yes

NVTA Website 5/12/2020 18:40 ConneeBeamy 22026 DMF‐003 Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)

As citizens, commercial and residential property owners in Dumfries and the surrounding town of Triangle, it is with great respect and honor that we offer our input into the discussion around the Route 1 widening project. We 100% support and are in favor of the widening of Route 1 Project. The points we would like to submit for review and consideration, are as follows:

1. As citizens and residential property owners in the surrounding town of Triangle, we daily have to drive through the town of Dumfries and utilize Route 1 as our main artery to enter and exit the area. If there is an incident on I-95, then without fail there is an even larger incident of traffic backup and overflow on Route 1. It is not uncommon for it to take an hour to get through Dumfries to Quantico or Woodbridge if there is a traffic incident on I-95. In addition, on the weekends, Route 1 is congested due to local traffic utilising the only way to get in and around Dumfries to the surrounding area.

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

3. As commercial property owners in the town of Dumfries, VA we support the widening of Route 1, as improving the traffic flow should improve the marketability of commercial business lease property. However, we are greatly concerned with the idea of widening to six lanes and would recommend plans that only have four lanes. A six-lane plan along Route 1 will overload the existing local businesses along Route 1. We own the property at 17925 Flesby Blvd and if the Route is widened to 6 lanes, and not four lanes, our parking lot will be greatly impacted. Currently, more than 8 small businesses operate out of the building and employee over 75 employees and provide services and support to the local community. If the road is widened to six lanes that would negatively impact the current businesses who need parking spaces for their employees. A four-lane plan has minimal impact and would not destroy all of the businesses that operate along Route 1.

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

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

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

Respectfully,

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

Yes

Email 5/12/2020 6:38 PM Time Systems via Rachel Bellam 22026 DMF‐003 Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 234)

We respectfully submit our comments for the public hearing on May 14, 2020 about regional funding for the Route 1 Widening Project in Dumfries, VA.

Yes
Email 5/12/2020 6:35 PM Giuliano M. Camargos 22043 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Dear Sir/Madam,

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. I have had property damaged by drivers who lost control of their cars. I’ve rushed out of my house to be of assistance in an accident where a young lady flipped her car two houses down from my house. Lastly, within the past year we had a fatal accident where a pedestrian was hit by a car within 100 feet of my home. This road needs and deserves your attention and financial commitment.

Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Yes

Email 5/12/2020 18:38 Kristin Higgins 22046 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Email 5/12/2020 18:14 Deborah Wood NOV‐002 Arlington W&OD Trail Enhancements

Email 5/12/2020 18:10 Dawn Lenert 22043 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

Email 5/12/2020 16:33 de Teel Patterson Tiller 22046 CFC‐006 West Falls Church Access to Transit and Multimodal Connectivity

Email 5/12/2020 18:14 Deborah Wood NOV‐002 Arlington W&OD Trail Enhancements

Yes

Yes

Yes

Yes
<table>
<thead>
<tr>
<th>Email</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jill Stryker</td>
<td>5/12/2020 16:13</td>
<td>22043</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident of Falls Hills, I watch in horror as the traffic increases daily and commuters speed down Shreve. Children and families have to cross Shreve to get to the pool. Students walk along Shreve to get to Shreve Elementary. All are at risk, as cars fly down Shreve ignoring the speed limit. Adding to the mix are people on the bike trail who fly down the hill and ignore the sign that they are to stop and then proceed with caution. This mix of traffic all comes to a head at Pinecastle and Shreve. A light would be warranted, as a means of regulating the competing traffic flow. We also need side walks with a buffer area between the road and the sidewalk so another death does not occur. Please do something quickly.</td>
<td>Yes</td>
</tr>
<tr>
<td>Ceresa Haney</td>
<td>5/12/2020 15:59</td>
<td>22043</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed as the outdated road design puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. The sharp curve at Vulcan Industries DEFINITELY must be straightened, widened, and designed to protect pedestrians. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians (many with pets and children) and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration of my concerns.</td>
<td>Ceresa Haney Falls Church, VA 22043</td>
</tr>
<tr>
<td>Devin Pharr</td>
<td>5/12/2020 15:50</td>
<td>22043</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>As a resident of a nearby community, I would like to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. I believe that efforts need to be made to improve the design of this road in order to improve the overall safety and character of the surrounding neighborhoods. I also believe that doing so will improve the flow and control of traffic in the larger Falls Church Area. The upcoming expansion of commercial development will definitely increase traffic and result in more cars using this area. Access for bicyclists, pedestrians, and cars must be protected to keep the Shreve Road corridor from becoming a dangerous bypass.</td>
<td>Yes</td>
</tr>
<tr>
<td>Maryl Kerley</td>
<td>5/12/2020 15:10</td>
<td>22043</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Send to: <a href="mailto:SYPcomment@TheNoVAAuthority.org">SYPcomment@TheNoVAAuthority.org</a> Subject: Support for West Falls Church grant Full Name: Maryl A. Kerley and Patricia A. Saget Zip Code: 22043 Email: <a href="mailto:marylkerley@cox.net">marylkerley@cox.net</a> and <a href="mailto:psaget@cox.net">psaget@cox.net</a> As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Our Shreve Road residents have suffered too long with dangerous conditions on Shreve Road. Please approve this grant.</td>
<td>Yes</td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>---------------------------</td>
<td>------</td>
<td>----------------</td>
<td>----------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
</tbody>
</table>
| Email           | 5/12/2020 15:03 | Douglas L Chambers        | 22046| CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | From: Douglas L Chambers  
Zip: 22046-1904  
As a long-time resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community -- myself included -- uses the pathway daily for access to metro and retail (food, prescription drugs, etc.), however the design of the road and lack of protection puts me and all our families in danger. Frequently walk from Buckelew Dr. [at the W&OD crossing] to the grocery and drug stores; I must tentatively step where the pathway merges with the shoulder at the Shreve Rd. curve, by the picture of our neighboring mother who was struck and killed at that curve while walking with her son to get some ice cream just last year. Also frequently cross Shreve Rd. on the W&OD path, at the Buckelew crossing, with trepidation, due particularly to the typically-speeding traffic approaching around the blind corner on Shreve Rd. from the West, combined with the heavy traffic coming from the East on Shreve Rd. that uses Buckelew Rd. and Allan Ave. as a popular CUT THROUGH route to West St. Use of Shreve Rd. from Lonsburg Pl to Buckelew as a Commuter Cut-Through route has caused and exacerbated the Shreve Rd. traffic congestion and the Pedestrian Safety Hazards. Much of the traffic using that cut-through are NOT residents of the Poplar Heights area, and they tend to be in a hurry: An alternate route is needed for those numerous cut-through intruders whose numbers continue to increase. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your concern and focus. | Yes     |
| Email           | 5/12/2020 14:40 | Michael Durand Jr.        | 22043| CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | From: Michael Durand Jr.  
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of mult-modal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. Thank you for your consideration, | Yes     |
| Email           | 5/12/2020 2:20 PM | Philip Garon             | 22043| CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | From: Philip Garon  
As residents in the Shreve Road community, we write to share our strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the Metro.  
Sincerely,  
Philip & Lenore Garon | Yes     |
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| Email           | 5/12/2020 2:19 PM | Jonathan Fiechter           | 22043   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Dear NOVA Authority, 
As a resident who lives on Shreve Road and often either walks or bikes to the Metro and shopping center on the corner of Haycock and Route 7, I want to urge you to approve the West Falls Church Access to Transit and Multimodal Connectivity application. 
I often bike along the path that goes by the concrete plant, the utility vehicle parking lot for the city of Falls Church, and Don Beyer Volvo. The path is often in very poor shape with potholes, gravel, and dirt. As a biker the only way to travel on this part of Shreve Road is either to go on Shreve Road itself, dodging cement mixers and cars that often seem to be in a hurry, or to walk the bike on the path. 
While the decision of the Virginia Department of Transportation to reduce the speed limit on this portion of Shreve Road was great, it is not clear that it has resulted in the traffic slowing down. Far more successful has been the construction work on Shreve and Haycock and the road closures. I fear however, that when that work is done, cars will once again pick up their speed. 
A benefit to living on Shreve Road is that we are close to Merrifield, the shops in Falls Plaza West, and the Metro. Having the ability to walk or bike, safely, to these places is environmentally sensible and improves the quality of life (which as we all have learned during the quarantine, is not to be taken for granted!) 
Thanks for your consideration. 
Jonathan and Julie Fiechter | Yes |
| Email           | 5/12/2020 2:14 PM | Lynne Celia                 | 22046   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Lynne Celia, 22046 
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. 
Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. 
Also, I live on the corner of Shreve and Fairwood and have witnessed accidents, speeding cars, and one that even crashed through my back yard fence at night due to speeding. | Yes |
| Email           | 5/12/2020 2:14 PM | Kathleen Cavanaugh          | 22043   | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Kathleen Cavanaugh, EdD, Falls Church, Virginia 22043 
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. 
Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve Road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. | Yes |
| Email           | 5/12/2020 2:10 PM | El Paterzzo                | Other   | Other          | Other                             | I pay a lot of money in real estate taxes and am sick and tired of all these ideas being ignored. 
Slow down the speed in Shreve Road to 25 mph from Wieland all the way up to Lee Highway. WHY STOP AT WIELAND. 
The FFX Police needs to enforce the law. Especially the Shreve Road/Virginia Lane area. There is plenty of room for a police vehicle. 
Speed bumps would be useful. 
I don’t know who removed the trees and vegetation along the trail but it is now noisier than ever especially throughout the night. 
Stop making this more complicated than it really is. 
WHY DO MOTORISTS ON WEST STREET IN FALLS CHURCH FOLLOW THE LAW ON THAT ROAD BUT NOT SHREVE. 
I am disgusted by all of this. | Other |
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/12/2020 14:02</td>
<td>Horace Lewis</td>
<td>Other</td>
<td>Other</td>
<td>No comment in the email!</td>
<td></td>
<td>Other</td>
</tr>
</tbody>
</table>
| Email           | 5/12/2020 1:59 PM | Jonathan Warren Donovan | 22043 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | From: Jonathan Warren Donovan  
Zip Code: 22043  
Hi,  
We live on Venice Street in Falls Church (Fairfax County) and we back on to Shreve Road. One reason we bought this house was that it is less than 1/3 of a mile away from the elementary school; we'd be able to see the school from our deck if there weren't trees in the way! We thought our 3 boys could walk to school, like we used to when we were kids.  
Unfortunately, Shreve is way too dangerous to allow kids to cross on their own, so we've always walked our kids ourselves or driven them there for SACC. We can't even drop of pick them up right from the school, because the lineup of cars regularly blocks the whole street! There's a great bike path that crosses the street several times, once in a place where it is very difficult for motorists and cyclists to see each other. There are many close calls at this intersection and at least one fatality in the last year.  
So, I agree with this statement from the Shreve Road Group that I joined:  
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.  
Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.  
Thanks for reading my letter, I know you are busy people with a lot of important work that really affects people.  
Warren Donovan  
7417 Venice Street  
Falls Church, VA | Yes       |
| Email           | 5/12/2020 13:52 | The Horgan family     | 22046 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Our family (two adults, three kids) walk along Shreve Road nearly daily, and any multimodal improvements to improve safety for all users of the route (especially between Shrewsbury Elementary School and Route 7) would be welcomed!  
The best-case scenario would be a bridge for the W&OD trail over Shreve, but short of that, further separation between the road, wider sidewalks, traffic calming, or whatever the experts deem necessary to accommodate the same/additional cars, reduce the daily afternoon traffic jam at the W&OD Trail crossing, and improve pedestrian/bike access to the new high school/metro/retail would be fantastic. | Yes     |
| Email           | 5/12/2020 13:24 | Falls Church City Citizens Advisory Committee on Transportation via Andrea Caumont | 22043 | CFC-005        | Downtown Falls Church Multimodal Improvements | Hello,  
Please find attached a letter of support for two grants requested by the City of Falls Church for multimodal improvements in our community. This letter is submitted on behalf of members of the Falls Church City Citizens Advisory Committee on Transportation (CACT). | Yes     |
| Email           | 5/12/2020 13:24 | Falls Church City Citizens Advisory Committee on Transportation via Andrea Caumont | 22043 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Hello,  
Please find attached a letter of support for two grants requested by the City of Falls Church for multimodal improvements in our community. This letter is submitted on behalf of members of the Falls Church City Citizens Advisory Committee on Transportation (CACT). | Yes     |
| Email           | 5/12/2020 13:24 | Marcia Leonard        | 22043 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Dave and Marcia Leonard  
22043  
As a resident and a voter in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.  
Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents, including a pedestrian death. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro. | Yes     |
To whom it may concern,

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Furthermore, the rest of Shreve Road, past the elementary school is also dangerous as a 35 MPH zone with houses and sidewalks right on the busy street where cars rarely abide by the 35 MPH. What is the reasoning that only part of Shreve Road become 25 MPH zone and the rest, where cars fly by, remain 35 MPH?

Sincerely,

Christopher Sanders
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/13/2020 10:41</td>
<td>Falls Church Chamber of Commerce via Sally Cole/Barbara Benson</td>
<td></td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>To whom it may concern, On behalf of the Falls Church Chamber of Commerce (the “Chamber”), please accept this email as a statement of support for the two transportation grant applications recently submitted by the City of Falls Church (the “City”) related to improvements along Shreve Road and in downtown Falls Church. As a general matter, the Chamber supports the development and maintenance of a safe, convenient, cost-effective multimodal transportation network in the greater Falls Church area. The Chamber also supports the use of revenues for multimodal transportation solutions that will minimize congestion, increase safety, and support economic development. The Chamber supports improvements to make existing streets safer for pedestrians and families by minimizing the risks of potential increased traffic and concerns of excessive speed. For these reasons, the Chamber supports the City’s grant application for the West Falls Church Connection to the W&amp;OD Trail. It is our understanding that the funds will be used to install a new 10-foot wide multi-use path and a six-foot planting strip along Shreve Road between the W&amp;OD Trail and Route 7, as well as include accommodation style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&amp;OD trail. These improvements will improve pedestrian and bicycle access and safety, enhanced accessibility options for residents of the City of Falls Church and Fairfax County who patronize businesses in the City’s West End, and will assist students travelling by foot and bicycle to Mary Ellen Henderson Middle School, George Mason High School, Timber Lane Elementary School, and Shrevewood Elementary School. The Falls Church Chamber of Commerce also supports the City’s request for a grant to fund multimodal improvements in downtown Falls Church. These improvements will improve accessibility and safety for pedestrians, bicyclists, and transit riders on the West Broad Street corridor. These funds will also be used to install two midblock crossings, widen sidewalks, and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. Such improvements will enhance walkability and pedestrian safety as well as enhance connections to the City’s civic, recreational, and cultural resources. In summary, the Chamber encourages the Northern Virginia Transportation Authority to approve the City’s grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area. Sincerely, Barbara Benson, Chair</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>5/12/2020 10:41</td>
<td>Falls Church Chamber of Commerce via Sally Cole/Barbara Benson</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>To whom it may concern, On behalf of the Falls Church Chamber of Commerce (the “Chamber”), please accept this email as a statement of support for the two transportation grant applications recently submitted by the City of Falls Church (the “City”) related to improvements along Shreve Road and in downtown Falls Church. As a general matter, the Chamber supports the development and maintenance of a safe, convenient, cost-effective multimodal transportation network in the greater Falls Church area. The Chamber also supports the use of revenues for multimodal transportation solutions that will minimize congestion, increase safety, and support economic development. The Chamber supports improvements to make existing streets safer for pedestrians and families by minimizing the risks of potential increased traffic and concerns of excessive speed. For these reasons, the Chamber supports the City’s grant application for the West Falls Church Connection to the W&amp;OD Trail. It is our understanding that the funds will be used to install a new 10-foot wide multi-use path and a six-foot planting strip along Shreve Road between the W&amp;OD Trail and Route 7, as well as include accommodation style lights, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&amp;OD trail. These improvements will improve pedestrian and bicycle access and safety, enhanced accessibility options for residents of the City of Falls Church and Fairfax County who patronize businesses in the City’s West End, and will assist students travelling by foot and bicycle to Mary Ellen Henderson Middle School, George Mason High School, Timber Lane Elementary School, and Shrevewood Elementary School. The Falls Church Chamber of Commerce also supports the City’s request for a grant to fund multimodal improvements in downtown Falls Church. These improvements will improve accessibility and safety for pedestrians, bicyclists, and transit riders on the West Broad Street corridor. These funds will also be used to install two midblock crossings, widen sidewalks, and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. Such improvements will enhance walkability and pedestrian safety as well as enhance connections to the City’s civic, recreational, and cultural resources. In summary, the Chamber encourages the Northern Virginia Transportation Authority to approve the City’s grant applications, as they will encourage multimodal transportation options, ease congestion, and spur economic development in the greater Falls Church area. Sincerely, Barbara Benson, Chair</td>
<td>Yes</td>
</tr>
<tr>
<td>Comment channel</td>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------</td>
<td>-------------------</td>
<td>-------</td>
<td>----------------</td>
<td>------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Email</td>
<td>5/11/2020 23:18</td>
<td>Kurt Moser</td>
<td>22305</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I'm writing to comment on the proposed trail project NOV-002 to widen the W&amp;OD Trail to accommodate more bicycle and pedestrian usage, I have lived in the Four Mile Run watershed in Alexandria for more than 20 years, use the W&amp;OD Trail recreationally, and am a volunteer with the Tree Stewards and the Four Mile Run Conservancy Foundation. During the COVID pandemic, access to trails has never seemed more essential, and I certainly want to see trails improved, used, and loved. My concern about the project as proposed is that it encroaches terribly on the natural space that makes the trail valuable as a public greenway. At 22 feet, the proposed expansion seems too wide, nearly doubling the trail's width over the two-mile project length. At a time when there is already too much hardscape and impervious surface, leading to severe flood flows and erosion/sedimentation in the Run, the idea of impacting soils, removing vegetation, and adding hardscape over such a large area is troubling. It is also troubling that the natural space surrounding the trail doesn't count as a 'site constraint.' This designation is stated for I-66, requiring a 16-foot trail width. I contend that the proposal has its priorities backward: the 16-foot trail width should be adopted along the entire project length to allow for enhanced ecosystem function, water quality benefit, urban heat island mitigation, and aesthetic appeal. The savings of 6 feet over the length of the project would preserve nearly an acre-and-a-half of greenspace. The trees, shrubs, grasses, and natural systems they support are worth conserving, as they are exceedingly difficult to replace or mitigate. If the project were 'enhancing' an existing vehicular road, I would fully support widening the bicycle/pedestrian to the maximum extent possible, as I agree with prioritizing human-powered transportation. But not at the expense of our shared green spaces. I ask that considerable effort be made to minimize impacts to natural space. It would appear that no effort or imagination has been applied toward this concern so far, which ought not be the case with a proposal from NOVA Parks. Thank you for your consideration.</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/22/2020 15:01</td>
<td>Yvette Ragland</td>
<td></td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 234)</td>
<td>Yvette Ragland would like the sign up. My name is Yvette Ragland. I am a resident in the town of Dumfries. In a few words I am in absolute favor of widening the particular corridor through our town along N. Fraley Blvd/Rte 1. Our small town is making every effort possible to see this happen in making positive change. We are asking for funding to help make this much needed project a success for everyone. We don't want our town to just be a bailout drive through from I-95. The widening will create an opportunity for our town to grow in tourism as well to help people meet their destinations in a timely fashion. We need your help. Please make my comments heard in making the Town of Dumfries grow. We are the oldest continuously chartered town in the state of Virginia and we would like to see great things happen. We need funding. Thank you for your time.</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>5/11/2020 16:20</td>
<td>Lawrence Nickerson</td>
<td></td>
<td>DMF-003</td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 234)</td>
<td>Zip code: 22026: Six Year Program Written Comment: Fully support the funding of the Route 1 project in an effort to mitigate the constant traffic jam. I live in a cul-de-sac neighborhood that traffic Route 1 causes me to be stuck in the neighborhood, which also causes a safety concern.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluestone parks, both of which suffered significant damage in the July, 2019 flood event. This flood damage is real. Money and time and effort has already been spent trying to restore portions of BonAir park, including the planting of over 75 new trees just this past 2019 season. Creating an environment where all this work in restoration could be undermined is both counterintuitive and in direct conflict with Arlington’s mission to increase both its tree canopy and greenspace. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. The bicycle paths along the 4 mile run corridor between Walter Reed and George Mason is already a dangerous bicycle thoroughway. The speeds at which some of these bicyclists travel belong more on the traffic road than on any kind of mutual bike/pedestrian pathways. Widening will undoubtedly increase this kind of traffic, AND bicyclists traffic speed as well. This puts many Arlingtonians and their families in danger and such plans to increase this traffic should be seriously considered as simply incompatible with safe usage of the W&OD trail for BOTH bicyclists and pedestrians AND for those who actually view the trail as more than just a means to get somewhere, but a part of Arlington’s rich wildlife ecosystem that surrounds it and the trail created for us to enjoy WITH; so in that spirit:

PLEASE REJECT THIS REQUEST FOR FUNDING!

Thank you. Sincerely, Patricia S. Ryan

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
Hello NVTA -

In the City of Falls Church, I’m a homeowner / father of four, business owner, and member of the EDA. I’m a frequent jogger on our streets, sidewalks, and paths. Pre (and hopefully post) Covid-19, I commuted from my home to my office either on foot, bike, or electric scooter. I know the area well, and I’m certain that the two projects the City is seeking grants for would have a significant positive impact.

I’m writing in support of:

1) The West Falls Church Connection to W&OD Trail Project. This connection between the trail and the West Falls Church area (including high school, new economic area, and the WFC metro station) is an essential safety improvement.

2) The Downtown Falls Church Multimodal Improvements Project. The intersections along Park Ave are in dire need of safety improvements to encourage biking and walking.

Both projects have my full support. Thank you.

Yes
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email 5/11/2020 16:28</td>
<td>Suzanne Smith Sundburg</td>
<td>22046</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Wholesale widening of the W&amp;OD is unjustified. If there are bottlenecks, those spots may need to be addressed. But doubling the width of an entire 2-mile stretch of the W&amp;OD in Arlington simply defies logic and common sense. This trail will never take a sufficient number of cars off the road, namely mass transit.</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Email 5/9/2020 12:35</td>
<td>Regan and Bill Davis</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal improvements</td>
<td>Hello, My husband and I have lived in the City of Falls Church for 17 years. We have 3 children who range in age from 10-14 years old. We are very active and like to walk, bike and scooter around town. Both of the transportation projects that have been proposed would greatly improve the safety of our community and ease of access to the W&amp;OD Trail, which keeps our kids off the main roads. Vehicle traffic in and around the City of Falls Church has increased tenfold in the time we have lived here and it is increasingly dangerous to be a pedestrian or bike rider. Please take this into consideration as you determine your funding and consider making these projects a priority. They really will make a difference in the community!</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email 5/9/2020 10:56</td>
<td>Bill Ackerman</td>
<td>22047</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal improvements</td>
<td>I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transport.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email 5/9/2020 10:50</td>
<td>Bill Ackerman</td>
<td>22046</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&amp;OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
Email 5/9/2020 9:42 Tom Rock CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Forwarding a message I sent to the City of Falls Church.

Begin forwarded message:

From: Tom Rock <>
Date: April 17, 2020 at 9:08:21 AM EDT
To: jhollern@fallschurchva.gov
Subject: Support for W&OD Trail Project

Good morning Jeff,

I’m writing to express my strong support for the proposed improvements to the W&OD Trail in the City of Falls Church. I urge the City to use the FCNP to educate residents about the project, especially plans to mitigate the loss of existing trees and the value of the storm water management aspects of the project. The trail is a great resource and obviously very popular, but cyclists and pedestrians do not mix safely, discouraging many potential users.

I’m sympathetic to the small number residents who will lose beloved trees and gardens but I believe that the benefits to the many thousands of trail users will far outweigh those costs. This project will serve as a model to surrounding jurisdictions considering trail improvements.

Zip code: 22203

Email 5/8/2020 8:23 PM Michael Thomas 22203 NOV-002 Arlington W&OD Trail Enhancements

Zip code: 22046

Email 5/8/2020 18:57 Nicholas Anderson 22204 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Zip code: 22207

Email 5/8/2020 4:26 PM Roy Gamse 22207 NOV-002 Arlington W&OD Trail Enhancements

Zip code: 2203

Email 5/8/2020 13:18 Falls Church City Economic Development Authority via Val Weiner CFC-005 Downtown Falls Church Multimodal Improvements

Zip code: 2203

Support

Yes

No

Yes

No

Yes
Hello,

Attached is a letter from the Falls Church City Economic Development Authority’s leadership team in strong support of the West Falls Church Connection to W&OD Trail Project and the Downtown Falls Church Multimodal Improvements Project.

Thank you and please feel free to email me with any questions,

Valerie Weiner

---

To whom it may concern:

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

---

To whom it may concern:

I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. My children use this trail as pedestrians and I am concerned about the current safety of pedestrians when accessing this part of the W&OD Trail. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation. The development of the connection between West Falls Church and the W&OD Trail will greatly enhance the accessibility, walkability, and overall improved quality of life for everyone in our community.

---

To whom it may concern:

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

---

To whom it may concern:

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

---

To whom it may concern:

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

---

To whom it may concern:

Six Year Program Written Comment: NVTA FY 2020/21 Six Year Program
Project Title: Arlington W&OD Trail Enhancements
Application #: NOV-002

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluestem parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

---

To whom it may concern:

How do we garner support for traffic calming measures on graham road between route 29 and route 50. Speeding is usually double the speed limit here, with no enforcement with an elementary school on this strip of road. The limit is 25mph but cars are regularly going 45-50mph.

Dear Sir/Madam,

How do we garner support for traffic calming measures on Graham road between route 29 and route 50. Speeding is usually double the speed limit here, with no enforcement with an elementary school on this strip of road. The limit is 25mph but cars are regularly going 45-50mph.

---

To whom it may concern:

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

---

To whom it may concern:

Hello,

I’m writing to express my support for two grant proposals for transportation projects, including W&OD Trail connections to West Falls Church Metro, and downtown sidewalk improvements to aid multimodal transportation. My family only has one car and I walk or bike to the Metro every day for work [well in non-COVID times anyway] so these transportation projects mean a lot to me and I have my full support.

---

To whom it may concern:

I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
</table>
| Email           | 5/5/2020   | Don Walsh    | 22046 | NOV-002        | Arlington W&OD Trail Enhancements                           | Because what we DON'T need is paving more green space unnecessarily, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:  
  Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of green space, including portions of unique meadow/pollinator habitat, portions of the largest wildlife corridor fully within Arlington County, and mature trees and shrubs.  
  More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Blaemont parks, both of which suffered significant damage in the July, 2019 flood event.  
  NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.  
  NOVAParks has failed to conduct any safety assessment to determine whether a wider bicyclists-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.  
  The path is fine the way it is!  
  PLEASE REJECT THIS REQUEST FOR FUNDING. | No       |
| Email           | 5/5/2020   | Janice Hull  | 22046 | NOV-002        | Arlington W&OD Trail Enhancements                           | FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:  
  Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.  
  More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Blaemont parks, both of which suffered significant damage in the July, 2019 flood event.  
  NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.  
  NOVAParks has failed to conduct any safety assessment to determine whether a wider bicyclists-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.  
  PLEASE REJECT THIS REQUEST FOR FUNDING! | No       |
| NVTA Website    | 5/6/2020   | Joseph Ramsey| 22046 | Other          | Other                                                       | Six Year Program Written Comment: For Shreve Road, I think a large increase in safety and traffic flow would come from the erection of a walking bridge for the trail that cuts across Shreve at the Bucklew intersection. | Other   |
| Email           | 5/6/2020   | William Walter| 22046 | CFC-006        | West Falls Church Access to Transit and Multimodal Connectivity | Hello,  
  I'm writing to express my support for two grant proposals for transportation projects, including W&OD Trail connections to West Falls Church Metro, and downtown sidewalk improvements to aid multimodal transportation. My family only has one car and I walk or bike to the Metro every day for work (well in non-COVID times anyway) so these transportation projects mean a lot to me and have my full support. | Yes     |
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/5/2020 14:33</td>
<td>Eden Brown</td>
<td>2207</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am an Arlington resident and an active Tree Steward and committed citizen. I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&amp;OD TRAIL IN ARLINGTON: There are enough trees coming down and loss of habitat in Arlington. We don't need more of that. I've run on the trail many times and seen that wild life. A widening of the trail wouldn't make any difference in terms of making room for each other on the trail - it would just turn it into a Superhighway of the same thing. And lead to Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Inpermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's Bonker and Blaemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&amp;OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING! Eden Brown Arlington, VA</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/6/2020 12:54 PM</td>
<td>Anne Bodine</td>
<td>2201</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>I am a frequent user of this bike path, for recreational cycling, not “commuting.” I do not understand the stated need to widen for “commuting” purposes, as the commutes likely extend far beyond the areas being considered currently for widening, and thus will feed back into dangerous chokepoints as the trail re-narrows. Further, I am already alarmed at the number of “high-speed” cyclists using the path; with widening, I believe they will only expand their dangerous habits of speeding over 30-40 MPH, which are inappropriate in such a densely populated area. I would further add that, since this trail widening idea was first broached, we are engaging in discussions about adapting the need for social distancing at work. Arlington emerged as the country's highest percentage location for Wfh (work-from-home) employees. We must consider now whether the Covid-19 era might permanently reduce the cycling commuter traffic along the entire trail, including this portion that had been seen as needing widening. More compelling to me as an Arlington resident and trail lover, I see that bike path as a critical need for space to commune with nature while I am housebound during the pandemic or when I am sick of constant construction in my own neighborhood. NOVA Parks’ ripping out 2 acres of habitat certainly will diminish my enjoyment of this area, and widening the space (as seen in design renderings) shows it to be far less contemplative and far more “social” which is not what our psyches need at present. I don’t go out to commute with “hordes”; I go out to commute with NATURE. My other concerns are noted as follows: Environmental Destruction - No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s Bonker and Blaemont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&amp;OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists. PLEASE REJECT THIS REQUEST FOR FUNDING!</td>
<td>No</td>
</tr>
<tr>
<td>Email</td>
<td>5/6/2020 11:26</td>
<td>Shaun Dakin</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>Downtown Falls Church Multimodal Improvements Project: Install two midblock crossings, widen sidewalks and remove obstructions [including utility lines], install curb extensions, adjusting intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. Sample Supporting Statement “I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.”</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Email 5/6/2020 11:25  Shaun Dakin 22046 CFC-006 West Falls Church Access to West Falls Church Connection to W&OD Trail Project:

West Falls Church Access to West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Support

Email 5/6/2020 11:12 Anna and Mort 22046 CFC-005 Downtown Falls Church Multimodal Improvements

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

Support

Email 5/6/2020 11:11 Anna and Mort 22046 CFC-006 West Falls Church Access to West Falls Church Access to West Falls Church area, or the West Falls Church Metrorail Station. Also, this grant will help with economic growth, development of the new high school, and reduced congestion by implementing infrastructure for multiple modes of transportation.

Support


For all of the following reasons, I am joining with other concerned Arlington residents to ask you to reject the request from the Northern Virginia Regional Parks Authority (NOVA Parks) for funding from NVTA to widen the W&OD Trail in Arlington:

- Environmental Destruction – No environmental assessment has been performed by NOVA Parks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.
- More Impermeable Surface - The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plan along Four Mile Run, potentially increasing flooding risks and severity in Arlington's Border and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.
- NOVA Parks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD Trail during peak usage periods to separate pedestrian and bicycle traffic.
- NOVA Parks has failed to conduct any safety assessment to determine whether a wider bicyclists-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc., only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVA Parks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.
- PLEASE REJECT THIS REQUEST FOR FUNDING!

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Support

Email 5/6/2020 16:20 Tim Stevens 22047 CFC-005 Downtown Falls Church Multimodal Improvements

I'm a resident of the City of Falls Church, and am submitting these comments in favor of two proposed grants: the West Falls Church Connection to the W&OD Trail, and the Downtown Falls Church Multimodal Improvements. Both projects will make it easier to use biking rather than driving for local transportation needs, thereby reducing car-related congestion. These projects will improve public safety, and also contribute to economic development in the City. Compared to major highway construction, these projects are a relative bargain. Bicyclists from nearby jurisdictions will also benefit from these projects.

Support

Email 5/6/2020 16:20 Tim Stevens 22046 CFC-006 West Falls Church Access to West Falls Church Access to West Falls Church area, or the West Falls Church Metrorail Station. Also, this grant will help with economic growth, development of the new high school, and reduced congestion by implementing infrastructure for multiple modes of transportation.

Support
FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

This truly looks like a disaster of an idea with many unintended negative consequences and involves a great deal of destruction of venerable and valuable trees and other flora.

1. Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

2. More Impermeable Surface – The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington's BonAir and Bluermont parks, both of which suffered significant damage in the July, 2019 flood event.

NOVAParks has failed to conduct an "alternatives assessment" of less expensive and environmentally destructive solutions, including potential management of Arlington County's parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc not only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

Gretchen Crowley
4020 Washington Blvd
Arlington, VA 22201

Email: gretchen.crowley@gmail.com

Support: No
To Whom It May Concern,

Email 5/6/2020 12:17 Jessica Hegenbart CFC-005 Downtown Falls Church Multimodal Improvements

I'm writing to express my support for the two transportation projects below:

Multimodal Improvements
West Falls Church Connection to W&OD Trail Project
I support this grant application because it will support a safer corridor for pedestrians and bicyclists. Students, workers, and others use the W&OD Trail to get to school, the West Falls Church Metro rail Station, and West Falls Church area. Implementing infrastructure for multiple modes of transportation will also help with economic growth and reduce vehicle congestion.

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

Please approve both grants!

Best,

Jessica Hegenbart

Email 5/5/2020 12:16 Katrina Van Duyn 22207 NOV-002 Arlington W&OD Trail Enhancements

Yes

Six Year Program Written Comment: NVTA FY 2020/21 Six Year Program
Project Title: Arlington W&OD Trail Enhancements
Application #: NOV-002

FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NVTA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.

More Impermeable Surface – The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.

NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

Email 5/5/2020 10:36 David Berol 22046 CFC-005 Downtown Falls Church Multimodal Improvements

Yes

I urge you to approve application #CFC-005, the Downtown Falls Church Multimodal Improvements project. The section of Park Avenue that this project addresses is a high-use area that I and thousands of other local residents visit regularly for shopping, restaurants, medical care and city services. Dinner and parking in this area are congested and would be improved if more people traveled there by bicycle or on foot instead of by car. My family and I live close enough to walk or bicycle there, and we would choose these modes of transportation more often if the sidewalks and bike lanes allowed us greater space and safety. By improving sidewalks, crosswalks and bicycle routes, the Downtown Falls Church Multimodal Improvements project will benefit everyone who lives, works or does business in the center of Falls Church.

Sincerely,

David Berol
I'm writing to support the West Falls Church Connection to the W&OD Trail project and the Downtown Falls Church Multimodal Improvements project. Regarding the West Falls Church Connection to the W&OD Trail project, my family and the rest of the public would benefit from a wider trail allowing pedestrians and cyclists to travel in both directions between the W&OD trail and Rt 7, on their way to businesses on Rt 7, the Falls Church City middle school and high school, and the WFC Metro station. Pedestrians and cyclists are currently at risk along this route because Shreve Road carries fast traffic and has no sidewalk on its west side south of Gordon Road. Regarding the Downtown Falls Church Multimodal Improvements project, my family and the rest of the public would benefit from more space to walk and cycle along the busy thoroughfare of Park Ave, where many businesses and services are located. Whether we walk, cycle or drive, we will all be safer with improved visibility at intersections and crosswalks. I strongly urge NVTA to fund these two projects.

Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks:
1. West Falls Church Connection to W&OD Trail Project
2. Downtown Falls Church Multimodal Improvements Project

I strongly urge NVTA to fund these two projects.

Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks:
1. West Falls Church Connection to W&OD Trail Project
2. Downtown Falls Church Multimodal Improvements Project

Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks:
1. West Falls Church Connection to W&OD Trail Project
2. Downtown Falls Church Multimodal Improvements Project

I'm writing to support the West Falls Church Connection to the W&OD Trail project and the Downtown Falls Church Multimodal Improvements project. Regarding the West Falls Church Connection to the W&OD Trail project, my family and the rest of the public would benefit from a wider trail allowing pedestrians and cyclists to travel in both directions between the W&OD trail and Rt 7, on their way to businesses on Rt 7, the Falls Church City middle school and high school, and the WFC Metro station. Pedestrians and cyclists are currently at risk along this route because Shreve Road carries fast traffic and has no sidewalk on its west side south of Gordon Road. Regarding the Downtown Falls Church Multimodal Improvements project, my family and the rest of the public would benefit from more space to walk and cycle along the busy thoroughfare of Park Ave, where many businesses and services are located. Whether we walk, cycle or drive, we will all be safer with improved visibility at intersections and crosswalks. I strongly urge NVTA to fund these two projects.

Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks:
1. West Falls Church Connection to W&OD Trail Project
2. Downtown Falls Church Multimodal Improvements Project

I'm writing to support the West Falls Church Connection to the W&OD Trail project and the Downtown Falls Church Multimodal Improvements project. Regarding the West Falls Church Connection to the W&OD Trail project, my family and the rest of the public would benefit from a wider trail allowing pedestrians and cyclists to travel in both directions between the W&OD trail and Rt 7, on their way to businesses on Rt 7, the Falls Church City middle school and high school, and the WFC Metro station. Pedestrians and cyclists are currently at risk along this route because Shreve Road carries fast traffic and has no sidewalk on its west side south of Gordon Road. Regarding the Downtown Falls Church Multimodal Improvements project, my family and the rest of the public would benefit from more space to walk and cycle along the busy thoroughfare of Park Ave, where many businesses and services are located. Whether we walk, cycle or drive, we will all be safer with improved visibility at intersections and crosswalks. I strongly urge NVTA to fund these two projects.

I strongly urge NVTA to fund these two projects.

Hi there – I would love to support Falls Church City in receiving transportation grants for sidewalks:
1. West Falls Church Connection to W&OD Trail Project
2. Downtown Falls Church Multimodal Improvements Project

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

Page 144
Dear NVTA: I am writing in STRONG support of two of Falls Church City’s transportation grants:

1) I support the West Falls Church Connection to W&OD Trail Project because this corridor is a major route used by our entire family. My husband commutes to work every day on it, traveling from our home in Falls Church City into Arlington and DC. In particular, the lighting in Falls Church is critically important, particularly during the winter commuting hours when he rides to and from work in the dark. Both of my high school kids walk and ride their bikes to school, and I walk for exercise with my dog on it every single day, rain or shine. Having separate lanes for walkers & bikers will make it far safer and will make our entire community more accessible to non-automobile forms of traveling. I believe it will encourage even more people to leave their cars behind and use the trail instead, which is more environmentally friendly.

2) I support the Downtown Falls Church Multimodal Improvements Project, which will also improve accessibility and safety. We moved to Falls Church specifically because of its walkability and to reduce our reliance on our car (we are a three-driver family using one car), and improvements like this will make it much safer for all. I also believe that the more walkable and accessible a community is, the more businesses and restaurants can thrive, as customers find it easier to frequent their establishments. Post-pandemic, we will really need these sorts of economic development efforts!

Thank you!
Stephanie Oppenheimer
Falls Church, VA 22046

Email 5/4/2020 1:38 PM
Douglas Stevens
Falls Church, VA 22046

I support the West Falls Church Access-to-Transit and Multimodal Connectivity Project, which will also improve accessibility and safety. We moved to Falls Church specifically because of its walkability and to reduce our reliance on our car (we are a three-driver family using one car), and improvements like this will make it much safer for all. I also believe that the more walkable and accessible a community is, the more businesses and restaurants can thrive, as customers find it easier to frequent their establishments. Post-pandemic, we will really need these sorts of economic development efforts!

Thank you,
Stephanie Oppenheimer
Falls Church, VA 22046

Email 5/4/2020 10:54 AM
Jenny Carroll
Falls Church, VA 22046

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

Thank you,
Jenny Carroll

Email 5/4/2020 10:49
James Weatherly
Falls Church, VA 22046

Hello. Please accept this email as my support for funding the Downtown Falls Church Multimodal Improvements Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Thank you for your consideration.
James Weatherly

Email 5/4/2020 9:48 AM
James Weatherly
Falls Church, VA 22046

Hello. Please accept this email as my support for funding the West Falls Church Access-to-Transit and Multimodal Connectivity Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Thank you for your consideration.
James Weatherly

Email 5/4/2020 9:42
Joe Weatherly
Falls Church, VA 22046

Hello. Please accept this email as my support for funding the West Falls Church Multimodal Improvements Project grant application. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Thank you for your attention.
Joe Weatherly

Email 5/4/2020 9:40
Jeff Sonderman
Falls Church, VA 22046

I am writing in support of the pending grant application titled "Downtown Falls Church Multimodal Improvements Project."

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

The affected area around Park Avenue is a vibrant corridor of pedestrian and bicycle access to local parks, library and small businesses. There is great enthusiasm and potential benefit from seeing through the "Great Streets" vision for enhancing this area.

Page 145
Hello. Please accept this email as my support for funding the West Falls Church Connection to the W&OD Trail grant application. I support this grant application because the project will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Transit and Multimodal Connectivity

Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Email 5/4/2020 8:45 Kirsten Zochowski CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Hello NVTA –

I am writing tonight to voice my support for the West Falls Church Connection to W&OD Trail project, which has applied for one of your grants this year. In addition to the obvious economic benefits possible through connecting the W&OD trail to the upcoming West Falls Church development, this connection point would allow both students and commuters from our Falls Church neighborhoods south of Broad Street to safely connect to the new George Mason High School and the West Falls Church Metro. As the father of two elementary school girls, I think it would be great for my kids to be able to bike to school as they get older, and this connection point would provide that opportunity.

Email 5/3/2020 18:35 Richard Epstein 22203 NOV-002 Arlington W&OD Trail Enhancements

No code: 22203 Six Year Program Written Comment: NOVA FY 2020/21 Six Year Program Project Title: Arlington W&OD Trail Enhancements Application #: NOV-002 FOR ALL OF THE FOLLOWING REASONS, I AM JOINING WITH OTHER CONCERNED ARLINGTON RESIDENTS TO ASK YOU TO REJECT THE REQUEST FROM THE NORTHERN VIRGINIA REGIONAL PARKS AUTHORITY (NOVAParks) FOR FUNDING FROM NOVA TO WIDEN THE W&OD TRAIL IN ARLINGTON:

Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of green space, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs. More Impervious Surface - The project will add almost two acres of impervious paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s Bon Air and Blairmont parks, both of which suffered significant damage in the July, 2019 flood event. NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic. NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycle-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc, only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.

PLEASE REJECT THIS REQUEST FOR FUNDING!

This e-mail was sent from a contact form on the NOVA Website (https://thenovaauthority.org/contact-us/)

Email 5/2/2020 9:23 AM Julie Rotherham CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

Thank you for taking public comments.

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

My children are students at Falls Church High School and often walk home. This kind of improvement would encourage more students to walk and be safer doing so.

Page 146
Comment channel | Date | From | Zip | Project Number | Project Title | Comments | Support
--- | --- | --- | --- | --- | --- | --- | ---
Email | 5/2/2020 4:12 PM | Smerten, Becky | CFC-005 | Downtown Falls Church Multimodal Improvements | Support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. | Yes
Email | 5/2/2020 3:28 PM | Heather Pressler | CFC-005 | Downtown Falls Church Multimodal improvements | Hello, I'd like to express my support of two grant applications by Falls Church City:
1. West Falls Church Connection to W&OD Trail Project:
This time at home has made us realize how important trails and access to trails like W&OD are. I support this grant application because it will provide safer pedestrian and bicycle friendly corridor for many people who travel from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.
2. Downtown Falls Church Multimodal Improvements Project:
I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. | Yes
Email | 5/2/2020 2:12 PM | Katie Dodge | 22046 | CFC-005 | Falls Church City could use transportation grants to benefit my community with better sidewalks, accessibility, etc. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation. |
Details:
1. West Falls Church Connection to W&OD Trail Project:
Install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acco style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. This would especially help students getting to and from Henderson and GMHS on foot and bike, and would improve access from W&OD trail to West End businesses.
Sample Supporting Statement: “I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.”
2. Downtown Falls Church Multimodal Improvements Project:
Install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. This is helpful for better walkability in 'downtown' falls church, and benefits the library and farmer's market as well. | Yes
Falls Church City could use transportation grants to benefit my community with better sidewalks, accessibility, etc.

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

Details:
1. West Falls Church Connection to W&OD Trail Project:
   - Install a new 10’ multi-use path and 6’ planting strip along Shreve Road between the W&OD Trail and Route 7, accorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail. This would especially help students getting to and from Henderson and GBHS on foot and bike, and would improve access from W&OD trail to West End businesses.
   - Sample Supporting Statement: “I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church Area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.”

2. Downtown Falls Church Multimodal Improvements Project:
   - Install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue. This is helpful for better walkability in ‘downtown’ falls church, and benefits the library and farmer’s market as well.

Thank you.

Dear NoVa Authority,

I am writing to support the Shreve Road and Park St improvement and NoVA Authority approval of these two projects. They both have sensible reasons to support them. Among my reasons, as a citizen of Falls Church City are as follow:

1. Shreve Road. Though, as a resident closer to East Falls Church Metro than West Falls Church Metro, I will not directly benefit from the Shreve Road project as much as other City residents and Fairfax County residents, it is a sound idea for integrating the multi-modes of bicycling and walking with the Washington Metro trains and buses and linking that part of town to the W&OD Trail. Combined with the improvements underway at the Haycock Road and Rt 7 intersection improvements, it will knit together the fabric of the area in progressive and forward-looking way.

2. Park St. Park Street and the area along it proposed for pedestrian, bicycle, automobile, and safety improvements are considered the heart of Falls Church City. There is a tremendous amount of activity here, and the project will correct that imbalance in favor of walkability and bikeability.

Thank you for your attention.

Craig Bury

To Whom It May Concern:

I support this grant application because it will substantially improve accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance the City’s “Walkability and improve connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

To Whom It May Concern:

I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church Area or the West Falls Church Metrorail Station.

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

To Whom It May Concern:

I support this grant application because it will substantially improve accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance the City’s “Walkability and improve connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

To Whom It May Concern:

I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.
To whom it may concern:

I'm in favor of this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.

All,

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

All,

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

Good morning,

I write in support of the City of Falls Church's applications for transportation grants to improve walkability on Haycock/Shreve Road and Route 7. Specifically, I support the following projects for the following reasons:

Project 1: West Falls Church Connection to W&OD Trail Project: I understand the City has requested funding to install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&OD trail.

I walk this route regularly with my 11yo daughter and our dogs --- before the pandemic, we walked it near-daily en route to her middle school. For many years I also biked it regularly as part of my commute to the West Falls Church metro station. Every trip feels like we are taking our life into our hands in some way. Currently the path is neither bike-friendly nor pedestrian-friendly, and I am not comfortable letting my otherwise reasonably responsible middle schooler walk it or bike it on her own. I support this grant application because it will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this improvement will help with economic growth, development of the new high school, and reduce car congestion by implementing safe, usable infrastructure for multiple modes of transportation.

Project 2: Downtown Falls Church Multimodal Improvements Project: I understand the City has requested funding to install two midblock crossings, widen sidewalks and remove obstructions (including utility lines), install curb extensions, adjust intersection geometry, and increase visibility at six crossings/intersections on Park Avenue between N Washington Street and Virginia Avenue.

My family regularly walks and bikes on Park Avenue - going to the park, the library, nearby shops and restaurants, and for exercise. I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City's civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.

Thank you for considering my input and for making these opportunities available!
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>5/1/2020 12:00</td>
<td>Bethany Henderson</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Good morning, I write in support of the City of Falls Church's applications for transportation grants to improve walkability on Haycock/Shreve Road and Route 7. Specifically, I support the following projects for the following reasons: Project 1: West Falls Church Connection to W&amp;OD Trail Project: I understand the City has requested funding to install a new 10' multi-use path and 6' planting strip along Shreve Road between the W&amp;OD Trail and Route 7, acorn style lights, crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&amp;OD trail. I walk this route regularly with my 11yo daughter and our dogs -- before the pandemic, we walked it near-daily en route to her middle school. For many years I also biked it regularly as part of my commute to take the Falls Church metro station. Every trip feels like we are taking our life into our hands in some way. Currently the path is neither bike-friendly nor pedestrian-friendly, and I am not comfortable letting my otherwise reasonably responsible middle schooler walk it or bike it on her own. I support this grant application because it will create a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&amp;OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this improvement will help with economic growth, development of the new high school, and reduce car congestion by implementing safe, usable infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/1/2020 11:34</td>
<td>Jason McInerney</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I am writing in support of the West Falls Church connection to the W&amp;OD Trail. I am a resident of the City of Falls Church, and supporter of multi-modal transportation options. I routinely walk to the WFC Metro station, the Giant for shopping, and to the middle and high schools across the street. I also bike to work on a regular basis. I am familiar with the local area and the infrastructure required to entice citizens to walk, run or bike, instead of driving. This project will allow people additional opportunities to walk, run, bicycle, etc. to the metro, schools, and Giant Plaza. The W&amp;OD Trail has substantial usage at almost any time of day, but does not come close enough to the schools/supermarket/metro station to allow convenient access. This grant application will make it safer for commuters, shoppers, students and teachers, as a result more folks will walk or bike instead of using cars. That will benefit the environment and local economy.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/1/2020 11:34</td>
<td>Jason McInerney</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>Dear NoVa Authority; I am writing in support of the West Falls Church connection to the W&amp;OD Trail. I am a resident of the City of Falls Church, and supporter of multi-modal transportation options. I routinely walk to the WFC Metro station, the Giant for shopping, and to the middle and high schools across the street. I also bike to work on a regular basis. I am familiar with the local area and the infrastructure required to entice citizens to walk, run or bike, instead of driving. This project will allow people additional opportunities to walk, run, bicycle, etc. to the metro, schools, and Giant Plaza. The W&amp;OD Trail has substantial usage at almost any time of day, but does not come close enough to the schools/supermarket/metro station to allow convenient access. This grant application will make it safer for commuters, shoppers, students and teachers, as a result more folks will walk or bike instead of using cars. That will benefit the environment and local economy.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/1/2020 11:06 AM</td>
<td>Donald Camp</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I am a resident of Falls Church City and an avid biker. I strongly support the Shreve Road project and the Park Avenue/West Broad Street project. Shreve Road is an area I bicycle on frequently; this is a very much needed safety and accessibility project. Park Avenue is important for some of the same reasons but also because the newly-renovated Mary Riley Styles Public Library will open on Park next year. We expect increased traffic, cycling, pedestrian and auto for the expanded facility. We need the improvements on Park.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>5/1/2020 10:51</td>
<td>M Mayo</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>The West Falls Church bike connector project would be a wonderful addition to our area, and used by many many people. Please support it! Thanks.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>From</td>
<td>Zip</td>
<td>Project Number</td>
<td>Project Title</td>
<td>Comments</td>
<td>Support</td>
<td></td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------</td>
<td>------</td>
<td>----------------</td>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>5/1/2020 10:14 AM</td>
<td>John Eiler</td>
<td>22046</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>I’d like to very strongly support the grant application for the Downtown Falls Church Multimodal Improvements Project. It is a very important path for pedestrians and cyclists due to both the many important locations along its way and the many important locations it connects. Given that Washington &amp; Broad Streets are very car-centric and not really amenable to bike or pedestrian improvements, this is where we need a better option for pedestrians and cyclists. It is likely that this project would both make walking and cycling safer and more enjoyable but also encourage people to walk and cycle more.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>5/1/2020 9:57</td>
<td>Tracy Meade</td>
<td>CFC-005</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I support this grant application because it will support a safer pedestrian and bicycle friendly corridor for students, workers, and others who are traveling from the W&amp;OD Trail to get to school, the West Falls Church area or the West Falls Church Metrorail Station. Also, this will help with economic growth, development of the new high school, and reduce congestion by implementing infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/1/2020 9:41</td>
<td>Erik Pelton</td>
<td>CFC-006</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/1/2020 9:29</td>
<td>Erin Hopewell</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/1/2020 9:20</td>
<td>Rheada Michele Black</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/1/2020 9:18</td>
<td>Rheada Michele Black</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>I support this grant application because it will support improved accessibility and safety for pedestrians, bicyclists and transit riders on the West Broad Street corridor. The project will enhance connections to the City’s civic, recreational, and cultural resources in Downtown Falls Church. Also, this project will help support economic development, City businesses, and reduce congestion by implementing infrastructure for multiple modes of transportation.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/1/2020 17:04</td>
<td>Gordon Theiss</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Support the city’s efforts to obtain grants for the West Falls Church Connection to the W&amp;OD Trail and the Downtown Falls Church Multimodal Improvements. Both would be welcome improvements to the cycling and walking milieu here in the City of Falls Church.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/30/2020 17:04</td>
<td>Gordon Theiss</td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal Improvements</td>
<td>Support the city’s efforts to obtain grants for the West Falls Church Connection to the W&amp;OD Trail and the Downtown Falls Church Multimodal Improvements. Both would be welcome improvements to the cycling and walking milieu here in the City of Falls Church.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/30/2020 16:22</td>
<td>Michelle Newmark</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Hello, I’m writing to express my support for the proposed West Falls Church Connection to W&amp;OD Trail Project. I support plans for the installation of the 80-foot multi-use path and 6-foot planting strip along Shreve Road between the W&amp;OD Trail and Route 7, including the installation of a new style light, a crosswalk near the intersection of Shreve Road and Gordon Road, and benches near the entrance to the W&amp;OD Trail. Thank you.</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/30/2020 3:06 PM</td>
<td>Kelly Cassaday</td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Good afternoon, I’m writing to request that you consider the two following projects in the City of Falls Church for grant funding. Both projects would make a big difference in the quality of life, safety movement, and the economy of the city: 1) West Falls Church Connection to W&amp;OD Trail 2) Downtown Falls Church Multimodal Improvements Thank you for considering our input! Kelly Cassaday and Michael Morris Falls Church VA 22046</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Good afternoon,

I’m writing to request that you consider the two following projects in the City of Falls Church for grant funding. Both projects would make a big difference in the quality of life, safety movement, and the economy of the city:

1) West Falls Church Connection to W&OD Trail
2) Downtown Falls Church Multimodal Improvements

Thank you for considering our input!

Kelly Cassaday and Michael Morris
Falls Church VA 22046
<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
<th>Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email</td>
<td>4/30/2020 15:14</td>
<td>Debra Z. Roth</td>
<td></td>
<td>CFC-006</td>
<td>West Falls Church Access to Transit and Multimodal Connectivity</td>
<td>Please fund transportation for the City of Falls Church, specifically now for the West Falls Church Connection to W&amp;OD Trail and the Downtown Falls Church Multimodal Improvements. Both projects are part of our smart growth efforts to improve the economy, offer mixed-use development, stem congestion, link to the area’s transportation, heighten our natural environment, and be proactive in approaching future needs. While there is much we need, we have accomplished much, we believe you’ll agree. I write as a citizen of Falls Church City with a business based here, also using various types of transportation heavily for business and personal reasons within the City, Northern Virginia, and elsewhere. I am also a member of the Human Services Advisory Council (HSAC) an appointed City board. As a member of HSAC, I advocate for transportation assistance which will enhance overall human health in several ways and help ease challenges faced by those with disabilities. Thank you. Debra Z. Roth Falls Church City, VA</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>4/29/2020 16:14</td>
<td>Debra Z. Roth</td>
<td></td>
<td>CFC-005</td>
<td>Downtown Falls Church Multimodal improvements</td>
<td>Please fund transportation for the City of Falls Church, specifically now for the West Falls Church Connection to W&amp;OD Trail and the Downtown Falls Church Multimodal Improvements. Both projects are part of our smart growth efforts to improve the economy, offer mixed-use development, stem congestion, link to the area’s transportation, heighten our natural environment, and be proactive in approaching future needs. While there is much we need, we have accomplished much, we believe you’ll agree. I write as a citizen of Falls Church City with a business based here, also using various types of transportation heavily for business and personal reasons within the City, Northern Virginia, and elsewhere. I am also a member of the Human Services Advisory Council (HSAC) an appointed City board. As a member of HSAC, I advocate for transportation assistance which will enhance overall human health in several ways and help ease challenges faced by those with disabilities. Thank you. Debra Z. Roth Falls Church City, VA</td>
<td>Yes</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>4/27/2020 10:11 AM</td>
<td>Arpita Patel</td>
<td>10018</td>
<td>Other</td>
<td>Other</td>
<td>NVTA Website 4/27/2020 10:11 AM Arpita Patel 10018 Other Other Six Year Program Written Comment: Firstly, Bunch of thanks for sharing such valuable knowledge with us. Actually, I was doing some research &amp; it will really help. And I got linked over your article. Thank you. Source: <a href="https://myeveschoice.com/">https://myeveschoice.com/</a></td>
<td>Other</td>
</tr>
<tr>
<td>NVTA Website</td>
<td>4/20/2020 13:59</td>
<td>Ryan Turner</td>
<td>22152</td>
<td>FFX-112</td>
<td>Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road</td>
<td>NVTA Website 4/20/2020 13:59 Ryan Turner 22152 FFX-112 Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road Year 5 Written Comment: One particular item in the plan jumps out at me as I drive along this area all the time, and it’s actually downright dangerous for those walking or biking along this road: Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area. It’s long overdue to create a pathway along this part of Rolling. Thanks, Ryan</td>
<td>Yes</td>
</tr>
<tr>
<td>Email</td>
<td>4/18/2020 9:18 AM</td>
<td>Lisa Wenger</td>
<td>22046</td>
<td>NOV-002</td>
<td>Arlington W&amp;OD Trail Enhancements</td>
<td>Dear Planning Commission: As a Northern Virginia homeowner and resident since 1980 and a Falls Church taxpayer for the last ten years, I am a longtime occasional user of the W&amp;OD trail in Falls Church, and a near-daily user of more than one of its crossings. I have reviewed the current proposed plan that would not only widen the trail, but establish an extensive drainage space, the rationale for which is questioned by those who live by the trail and observe its drainage year in and year out. I am shocked that NOVA Parks and the City would condone the removal of the expanse of Falls Church tree canopy (even with promises of replanting) and flat grassy space (which I have delightfully seen used for family and neighbor recreation). The plan seems not to reflect the values of ecosystem protection nor of Little City family values. Please put your efforts to improving the proposed plan. I am confident that you can do better, both for the environment and for the taxpaying (and donating) recreational users of Falls Church and surrounding areas.</td>
<td>No</td>
</tr>
</tbody>
</table>
### NVTA Website 4/16/2020 20:56

**Comment channel**: 22042

**Project Title**: Six Year Program Written Comment

**Comments**:

The NVTA plan isn’t really a multimodal plan. The plan – once again – is almost entirely transit and bike/ped inside the Beltway, and almost entirely roads outside the Beltway. That is NOT truly multimodal. A multimodal approach recognizes that taxpayers and commuters inside the Beltway also need more road capacity. For many of them, transit or biking are not viable options. Transit takes a long time if you don’t live near a station, work near a station, or have to make one or more transfers to get to work or other places. Biking is not realistic for most commuters, shoppers, etc. More road lanes are needed inside the Beltway.

A multimodal approach recognizes that just building more lanes outside the Beltway and not expanding alternatives is unsustainable and other approaches need to be mixed in to enable growing use of alternative travel options beside driving. An effective multimodal transportation system looks to invest in a more mixed portfolio of projects in any given part of the region so that the transportation system meets the varying needs of the broad range of users.

**Support**:

Other

---

### NVTA Website 4/11/2020 17:06

**Comment channel**: 20110

**Project Title**: Six Year Program Written Comment

**Comments**:

Affordable housing is even more stark and crunching more folks who are struggling now certainly with COVID-19 and after. What proactive plans are in the pipeline to roll out sooner than later for these families, individuals, young adults etc?

**Support**:

Other

---

### Email 4/11/2020 17:06

**Comment channel**: 20110

**Project Title**: Six Year Program Written Comment

**Comments**:

Hello,

I live in Manassas, VA. I have lived in Haymarket and Warrenton. I am concerned that there is a lot of monies going to Workforce programs to help the disabled and poor get jobs with job supports BUT getting to these jobs is a road block, literally. Please incorporate some sort of a voucher, or employer match, or telecommute employer grants for these folks so they can work?

**Support**:

Other

---

### NVTA Website 4/2/2020 10:28

**Comment channel**: 22306

**Project Title**: Six Year Program Written Comment

**Comments**:

Please accept these comments in support of much-needed bicycling and pedestrian improvements. In particular, I support the following projects:

- Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority.

- Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority.

- Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area.

- Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared-use path on the east side.

- Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections.

- Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack.

Thank you for your consideration.

**Support**:

Yes

---

### Email 4/2/2020 14:32

**Comment channel**: 22306

**Project Title**: Six Year Program Written Comment

**Comments**:

I read through the highways and byways portion of your latest newsletter and also the website. The projected work is extremely important to the Commonwealth of Virginia and I applaud the Virginia legislature for finally getting these projects started. The way forward, I'm afraid, was severely neglected under the previous legislatures that did not have the forward looking perseverance of you.

One project that may hold great potential for the western part of Virginia is completing Interstate 48 (Corridor H) from Wardensville WV to its connection with I-81 south of the current intersection of I-81 and Rt 55 from Strasburg to Wardensville. This Interstate, when finished, will be the first west-East four lane highway across the middle of West Virginia and will open commercial access of not only mid-WV but also Kentucky and Tennessee to the Inland Port at Fort Royal, and from Fort Royal via train to the Tidewater ports of Virginia. The construction of course will bring work to the western part of the Commonwealth, but most importantly, it will bring commerce to the Inland Port and the Tidewater.

It would seem like this connector (instead of Rt 55, which is 2 lane, narrow and steep in places) would be an economic boon to the western part of the Commonwealth, feed the economic health of export terminals on the Tidewater area and overall benefit the economic health of the Commonwealth both on the western and eastern sides.

Thank you very much for your thoughts.

**Support**:

Other

---

### NVTA Website 4/2/2020 10:28

**Comment channel**: 22306

**Project Title**: Six Year Program Written Comment

**Comments**:

Seven Corners Ring Road Improvements

- Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 8-foot wide off-road bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority.

- Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority.

- Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area.

- Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared-use path on the east side.

- Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections.

- Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycletrack.

Thank you for your consideration.

**Support**:

Yes
Yes

Six Year Program
Written Comment:
Please accept these comments in support of much-needed bicycling and pedestrian improvements. In particular, I support the following projects:

- Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 6-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority.
- Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority.
- Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area.
- Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side.
- Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections.
- Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycle track.

Thank you for your consideration.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

---

Yes

Six Year Program
Written Comment:
Please accept these comments in support of much-needed bicycling and pedestrian improvements. In particular, I support the following projects:

- Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 6-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority.
- Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority.
- Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area.
- Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side.
- Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections.
- Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycle track.

Thank you for your consideration.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)

---

Yes

Six Year Program
Written Comment:
Please accept these comments in support of much-needed bicycling and pedestrian improvements. In particular, I support the following projects:

- Richmond Highway Widening from Route 235 North to Route 235 South (FFX-108) to include 6-foot wide off-road two-way bicycle paths and 6-foot wide sidewalks on both sides of the road. I believe this project, which was approved as part of EMBARK, should be a priority.
- Richmond Highway Bus Rapid Transit (BRT) Project (FFX-098) covers 8.6 miles between Huntington Metro Station and Fort Belvoir and will include an 8-foot two-way cycle track continuously within the project limits. I believe this project, which was approved as part of EMBARK, should be a priority.
- Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (FFX-112) will add a shared-use path to this area.
- Soapstone Drive Extension (FFX-106) is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, and will feature 5-foot wide on-road bicycle lanes on each side and a 10-foot wide shared use path on the east side.
- Braddock Road Corridor and Intersection Improvements (FFX-104) would include 10-foot wide shared-use paths on both sides of Braddock Road and improved trail connections.
- Seven Corners Ring Road Improvements (FFX-114) includes a 12-foot bi-directional cycle track.

Thank you for your consideration.

This e-mail was sent from a contact form on the NVTA Website (https://thenovaauthority.org/contact-us/)
Email 3/29/2020 23:35 Kalai Kandasamy ARL-015 Roslyn Multimodal Network Improvements

Hi NVTA team and Mr. Larsen,

In February, Northern Virginia Congressional Delegation and DC congress woman send a letter to the Pentagon to add a slug pickup station for the I-66 commuters. I assume they worked with Arlington Transportation Partners and other stake holders on a comprehensive way to establish slug pickup locations at the Pentagon, Rosslyn and Crystal Drive.

That said, please included sluglines to the "ARL-015-Roslyn Multimodal Network Improvements project". Currently, there are 3 stations to Woodbridge, Stafford and Route 17 along the Rt. 29 service lane and one on the N. Kent Street to Springfield. https://sluglines.com/slug-pickup/roslyn/

With the Orange Line and Silver Line Metro Shutdown this summer and I-66 HOV lanes going from HOV-2 to HOV-3, sluglines would help fill up the empty seats and help a higher through put. I have some advantages listed at https://sluglines.com/blog/requesting-virginia-and-district-officials-to-support-slugging/

I also want to add that there are new parking lots planned along I-66 corridor outside beltway with slug pickup stations. https://sluglines.com/blog/new-slugging-and-omniride-bus-services-from-the-university-blvd-commuter-lot-in-gainesville/

Without a return line from Arlington and DC it is hard to get the slugging organized. We started organizing suglines along I-66 during the metro shutdown, about 1300 commuters use facebook group https://www.facebook.com/groups/I66Sluglines/ to coordinate rides. There are about 250 commuters from Herndon-Monroe and Rosslyn and about 350 commuters from Gainesville area commuting to Arlington and DC locations.

Let me know if you have any questions.

Email 6/2/2020 14:30 Clifford Morgenegg 22043 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity

As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.

Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicyclists, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Email 6/1/2020 12:01 Jody M. Harrington 22203 ARL-019 Ballston-MU Metrorail Station West Entrance

Dear Chair Randall and Members of The Authority:

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

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

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

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

Thank you for your time and consideration of this project for funding.
I was excited to read that the NVTA was considering projects to help keep pedestrians and bikers safe in our region. BUT I was disappointed to see that the deadline has already passed. This was the first I'd heard of such a program.

As the Traffic Chair on the Community Advisory Council in McLean/Falls Church, I have been lobbying for protections from traffic generated by the high-growth areas surrounding us - Tysons, Mosaic, Arlington, Falls Church City.

Cars cut through our tiny neighborhood streets instead of using non-residential roads. We need to protect walkers, many who are school children that are not provided busing. And we need to act ASAP to channel outside traffic towards more appropriate roadways - make them more attractive than our streets, which are presented on traffic apps like Waze.

Please consider providing physical protections for pedestrians along our local residents roads with schools - specifically Westmoreland Ave., Idylwood and Shreve Rd. Speed humps, protected crosswalks and dedicated bike paths would make a huge difference. Consistent 25MPH speed limit with signage at regular intervals would also help.

> Thanks so much

---

Email 5/28/2020 9:55  
Lolyn Young  
22043 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity  

As a long time bike rider and user of the W&OD, this is a no brainer for reasons of safety and environmental protection. It takes 250 years for carbon to come out of the atmosphere - compared to the time it takes to regrow vegetation it's a no brainer. I've seen enough barely avoided crashes between pedestrians, cyclists and other trail users due to density and inattentiveness to know a dual trail is a no brainer. I support dual trails in Arlington. It can't happen soon enough.

As a resident in the Shreve Road community, I would like express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this stretch of Shreve Road are badly needed. Our community uses this pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

Yes

---

Email 5/28/2020 8:57  
Debra Lee  
22046 CFC-006 West Falls Church Access to Transit and Multimodal Connectivity  

Transportation improvements along this stretch of Shreve Road are badly needed. Our community uses this pathway daily for access to Metro and shopping, but the design of the road and lack of protection represent a constant danger. As commercial development expands, more and more vehicles will be on Shreve Road. Adequate protection for bicyclists and pedestrians is vital.

Yes

---

Email 5/28/2020 13:19  
Melvin T. Kolb and Suh H. Kolb  
22025 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive  

As a resident of the Four Season Active Adult Community, I am opposed to this project. As seniors we moved here 14 years ago due to its relative security and bucolic atmosphere. Property values, security, and serene lifestyle. Once again I and my wife are vehemently opposed to the funding of this project and add our names to the list of other dissident voters in the three communities seriously affected by this project.

No

---

Email 5/27/2020 23:45  
Michelle Crawley  
22193 PWC-025 Van Buren Road North Extension: Route 234 to Cardinal Drive  

I do not approve of the Van Buren Road North Extension Project as this will end up splitting my neighborhood in half and will cause accidents and deaths since many people (mainly children) cross the street where Van Buren intersects Soaring Circle and Fledgling Circle in Cardinal Grove. There are also playgrounds directly on both sides of Van Buren. Please do not get our children and neighbors killed in an attempt to "eas[e]" traffic.

No

---

Email 5/27/2020 16:08  
Ethan Bowen  
22003 NOV-003 Arlington W&OD Trail Enhancements  

I support the dual track expansion in Arlington.

Yes

---

Email 5/27/2020 12:42  
James Harnett  
22003 NOV-003 Arlington W&OD Trail Enhancements  

I wanted to share my positive sentiment toward widening and paving the Arlington W&OD trail so that it can support more pedestrian and cyclist traffic. Please fund it!!

Yes

---

Email 5/26/2020 17:18  
Martha Duggan  
22003 NOV-003 Arlington W&OD Trail Enhancements  

I am a bicyclist and a walker and the two do not mix well on the trail, especially in these days of social distancing.

Yes

---

Email 5/26/2020 9:49  
Tom Inoue  
22003 NOV-003 Arlington W&OD Trail Enhancements  

I support the dual trail expansion in Arlington.

Yes

---

Email 5/26/2020 8:57  
Andrea Kirk  
22003 NOV-003 Arlington W&OD Trail Enhancements  

Things are getting dangerously overcrowded on the W&OD and other trails. I really feel has become unsafe and I worry about older people and children in particular. Please widen the trail and provide space for cyclists, pedestrians, children learning to ride bikes, and so on.

Yes

---

Email 5/25/2020 6:24  
Neil Schlusser  
22003 NOV-003 Arlington W&OD Trail Enhancements  

I fully support the widening of the W&OD to separate bicyclists, runners, walkers etc., especially in the more congested areas like Falls Church, Arlington, Vienna, and the Herndon-Reston corridors. In the best of times, the Trail is heavily used and more so since the pandemic. Being a trail Patrol member, I have seen too many instances where the injuries people sustained are due in part because of the crowded conditions. Widening will help eliminate some of the chances for being injured by the crowded conditions.

Yes

---

Email 5/24/2020 18:28  
Craig Gerardi  
22203 ARL-019 Ballston-MU MetroRail Station West Entrance  

Please see the attached letterpetitioning the efforts to construct a second metro entrance at the Ballston metro. We own a commercial office property adjacent to this new entrance and view this as a substantial benefit for our tenants and their employees.

Yes
Email 5/26/2020 14:10
Paul Melnick
NOV-003
Arlington W&OD Trail Enhancements
I am opposed to dual trail expansion in Arlington, Falls Church, or Fairfax County for the W&OD trail. I run on the trails in Arlington County, the City of Falls Church, and Fairfax County at least 3 times a week and do not think there is a need for a dedicated bike trail. The bicyclists on the trail always warn of their approach, and I have not seen any problems justifying the cost and disruption of constructing a new bike dedicated trail.

If some people think there is a problem with speeding bikes, perhaps additional signage would help to remind people to be considerate of other users.

No

Email 5/26/2020 13:00
Kurt & Anita Frevert
22025
Van Buren Road North Extension: Route 234 to Cardinal Drive
A 40-YEAR-OLD PLAN FOR EXTENDING VAN BUREN ROAD TRULY BEING CONSIDERED AT THIS TIME?
We moved to Four Seasons in April 2020 with the expectation that our security and property value were assured.
Senior citizens, like us, select communities such as Four Seasons for the peace of mind of neighborhood security.
The proximity of this road would allow unmonitored, easy access to our homes—a feared, safety issue for older citizens everywhere.
Senior citizens have the time and resources to pursue civic and political interventions when their concerns have not been addressed appropriately.
We expect an opportunity to ask questions and share concerns about extending Van Buren Road before further preparations are made.
We expect to receive mailed notification soon from NVTA of the day, time, and location of a public hearing concerning the extension of Van Buren Road.

No

Email 5/26/2020 13:17 PM
Washington Capitol Partners, LLC via Cathryn Scheipers
22031
Ballston-MU Metrorail Station West Entrance
On behalf of Washington Capitol Partners, I am writing to express support for the Ballston Metrorail West Entrance, Application ARL-019 under consideration in NVTA's Fiscal Year (FY) 2020-FY 2025 Six Year Program (SYP). Washington Capitol Partners supports this transportation infrastructure project which will result in a full second entrance with elevators, stairs, and fare gates at the west end of the 600-foot platform where there currently is no direct access.

Yes

Email 5/26/2020 11:40
Steve Leutner
NOV-003
Arlington W&OD Trail Enhancements
Support widening the W&OD trail in Arlington.

Yes

Email 5/26/2020 10:13
Rebecca Vecchione
CFC-006
West Falls Church Access to Transit and Multimodal Connectivity
As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application. Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however, the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation. Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including the metro.

On a personal note, my teenage sons and my husband walk along Shreve Road often to visit local businesses off of Route 7 and on their way to the West Falls Church metro station. I worry about their safety along Shreve Road every time they leave the house.

Thank you very much for the opportunity to make our part of Falls Church and Fairfax County safer

Yes

Email 5/26/2020 8:01
Ryan Payne
CFC-006
West Falls Church Access to Transit and Multimodal Connectivity
I'm writing to express my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.

As a professional engineer, I am keenly aware of the civil infrastructure in my community and the shortcomings of some of the design elements that have been “grandfathered” into the current built environment. The lack of sidewalks, shoulders, and other pedestrian and cycling rights-of-way features along Shreve road would be appropriate for a country road in a sparsely populated area. Rather, this road is a critical connector of vehicles and people to an increasingly urban and dynamic multi-modal environment. Residents of my community travel on foot and by bike whenever possible. When the West Falls Church development is completed at the corner of Haycock and Rt 7, demand on the Shreve corridor will increase significantly. If a no-build option is selected now, the Shreve corridor will become dangerously ill-suited to handle such demand in the future. This improvement is clearly needed and should happen now.

Also, there are short term ways that this corridor could be improved immediately: e.g. Repaint the high-visibility crosswalk at Gordon’s road with thermoplastic pavement markings now.

Yes

Email 5/25/2020 23:41
Lucia Allen
NOV-002
Arlington W&OD Trail Enhancements
I'm writing in support of a proposal to separate walker/runners from bicyclists on the W&OD trail in Arlington.

As a runner and bike rider and have found recently that our trails have become overcrowded (which is in itself, a good sign, although also quite dangerous.) When you have bicycles passing walker/runners without much room to maneuver or without warning it becomes a danger to both pedestrians and bike riders.

I am in full support of the dual trail expansion project in Arlington.

Yes

Email 5/25/2020 20:57
Kadlin Stubbs
NOV-002
Arlington W&OD Trail Enhancements
I wanted to email to give my support for the ‘Arlington W&OD Trail Enhancements’. My young family and I are moving to Arlington Ridge by 4-mile run next month. We currently use the W&OD trail every single day, riding our bikes, walking and running with our daughter near Sterling, VA. I ride my bike to work every weekday that has nice weather. The trail is truly great and we only plan to use it more when we move to Arlington. Even out in Sterling, we have noticed how crowded the trail can become because so many people like to use it. I believe that it will be a great benefit to the community to widen the W&OD trail.

Yes
To whom this may concern,

I am writing to you today to comment on the application of NoVA Parks for $5,646,000 for W&OD Trail Enhancements in Arlington, VA. I urge NVTA to reject NoVA Parks’ application for funding at this time and provide support to one of the many other deserving projects. While I generally support recreational projects such as these, NoVA Parks’ plan to widen the W&OD Trail in Arlington is poorly devised and unnecessary.

There is little evidence that widening the paved trail will achieve the effect that NoVa Parks alleges—of separating users and stimulating new use (and thus removing automobile traffic from the roads). Moreover, there is another trail that parallels the W&OD over much of the project’s proposed route—the Four Mile Run—that is just on the opposite side of the Run. Furthermore, its draft designs indicate the intent to needlessly destroy an increasingly rare habitat in Northern Virginia—meadows. These have become quite uncommon due to development and infill. Arlington County and many volunteers, including residents and engaged corporate groups, have invested considerable resources in protecting and even expanding the meadows within the W&OD Railroad Regional Park, and the draft designs developed for NoVA Parks show a remarkable lack of regard for these valuable habitats.

I urge NVTA to decline the opportunity to fund this project at this time and instead dedicate its funding to other, more deserving projects.

Regards,
Alex Sanders

I support dual trails on the W&OD in Arlington. This trail is overcrowded now (even before the current Covid-19 situation) and is both a major commuter route for bicyclists and a major recreation amenity. Please expand this section of the trail between Carlin Springs and N. Roosevelt Street in Arlington.

Andrew Rosenberger

I support dual trails in Arlington, James Miceli

I've lived in the Town since 2002, and have witnessed the traffic on route one grow progressively worse–especially in the summer months, as we are one exit prior to the congestion on I-95 at the HOV exit approaching Aquia. The Town is also in dire need of having a true Main Street; route one widening will support this effort. Please support the Dumfries Route 1 Widening project.

Cydny Neville

I support dual trails in Arlington W&OD. Additionally, I support an even wider pedestrian path, such that both the cycling and pedestrian paths are at least 10' wide.

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

I urge the Northern Virginia Transportation Authority to reject NoVA Park’s funding application (NOV-002) to widen two miles of the W&OD Trail in western Arlington County for the following reasons:

1) This proposed project application is highly premature and very controversial. Many capable and diverse Arlingtonians, who reside throughout the County, vehemently oppose this project, which they view as unnecessary, unlikely to yield substantial (or any) transportation (or recreational) benefits, and certain to have significant adverse environmental impacts that have not been properly evaluated, much less prudently avoided and adequately mitigated.

2) No community-based planning process, alternatives analysis, or environmental assessment has ever been conducted for this proposed project. If funding is awarded, the project opponents will likely pressure the Arlington County Board and NoVA Parks to conduct these studies in a full, fair, and transparent manner. Thus, NVTA can have no assurance that this project will ever be constructed, especially as described in the funding application.

3) The transportation benefits asserted in the project application are speculative and unsubstantiated, at best. The project application assumes—without a shred of meaningful scientific evidence—that: a) active transportation trips along the existing W&OD trail were ever depressed due to inadequate trail width and/or an absence of mode separation and b) constructing a new parallel pathway for pedestrians—without any physical barrier—would make the trail safer.

4) The project proposal is scoped much too narrowly and omits much-needed and important trail enhancements that could significantly increase active transportation trips to the East Falls Church Metrorail station; namely: a) building a new grade-separated pedestrian and bicycle crossing of N. Sycamore St, to directly access the Metrorail station, b) upgrading the existing trail lighting along the 1.66 segment of the proposed project and extending that trail lighting east of I-66 to N. Carlin Springs Rd, c) re-aligning the W&OD Trail to eliminate the unnecessary steep hill and dangerous sharp blind curve at the Brandymore Castle hill, and d) making Arlington’s parallel, existing Four Mile Run Trail better suited as a separated facility for walking, jogging, and casual bicycling by i) re-paving flood-prone segments of the Four Mile Run Trail, possibly with flood-resistant concrete, ii) constructing short missing trail links along the Four Mile Run Trail (e.g., immediately west of Wilson Blvd), and iii) installing wayfinding signs to promote the use of that trail.

5) As noted by several others, this project proposal would have significant adverse environmental impacts on storm water runoff and natural habitat that are unlikely to be adequately mitigated. Adding 6 to 10 feet of new imperious pavement to a two-mile stretch of the W&OD Trail that closely abuts the flood-prone Four Mile Run stream would seriously exacerbate the existing storm water runoff and flooding problems and remove a rare linear urban meadow habitat. Furthermore, storm runoff and flooding would become even worse if any of the undisturbed trees between the W&OD Trail and Four Mile Run are removed to install the widened trail.

6) This proposed project is largely or completely unnecessary because, as noted above, Arlington’s existing Four Mile Run Trail could readily serve as a superior separated facility for pedestrians and casual bicyclists—at very low cost and with minimal adverse impacts—compared to the new adjacent pedestrian path proposed by NoVA Parks.
In addition, Senator Surovell, on 5/26/2020, after the deadline, via an email to NVTA Executive Director Monica Backmon and the Authority members, submitted a letter that included 1101 comments. The letter summarized the comments as below. NVTA staff has neither verified the summary with the full set of comments nor checked for any duplicate comments that NVTA’s official channels might have already received.

<table>
<thead>
<tr>
<th>Comment channel</th>
<th>Date</th>
<th>From</th>
<th>Zip</th>
<th>Project Number</th>
<th>Project Title</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>FFX-098</td>
<td></td>
<td></td>
<td></td>
<td>Richmond Highway (Route 1) Bus Rapid Transit</td>
<td>172 YES; 72 NO</td>
<td></td>
</tr>
<tr>
<td>FFX-108</td>
<td></td>
<td></td>
<td></td>
<td>Richmond Highway Widening From Route 235 North to Route 235 South</td>
<td>174 YES; 75 NO</td>
<td></td>
</tr>
<tr>
<td>DMF-003</td>
<td></td>
<td></td>
<td></td>
<td>Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 2345)</td>
<td>85 YES; 46 NO</td>
<td></td>
</tr>
<tr>
<td>PWC-024</td>
<td></td>
<td></td>
<td></td>
<td>North Woodbridge mobility improvement</td>
<td>56 YES; 42 NO</td>
<td></td>
</tr>
<tr>
<td>VRE-013</td>
<td></td>
<td></td>
<td></td>
<td>VRE Woodbridge station improvement</td>
<td>72 YES; 25 NO</td>
<td></td>
</tr>
<tr>
<td>PWC-016</td>
<td></td>
<td></td>
<td></td>
<td>Summit School Road Extension and Telegraph Road Widening</td>
<td>55 YES; 37 NO</td>
<td></td>
</tr>
<tr>
<td>PWC-025</td>
<td></td>
<td></td>
<td></td>
<td>Van Buren Road North</td>
<td>14 YES; 86 NO</td>
<td></td>
</tr>
<tr>
<td>PWC-020</td>
<td></td>
<td></td>
<td></td>
<td>PWC Parkway &amp; Old Bridge Rd</td>
<td>36 YES; 54 NO</td>
<td></td>
</tr>
</tbody>
</table>
5/24/2020 8:50 PM

Collier Cook

President, Ballston-Virginia Square Civic Association
May 22, 2020

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

Dear Chair Randall and Members of The Authority:

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

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

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

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

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

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

Sincerely,

The Ballston-Virginia Square Civic Association

Collier Cook
President
5/24/2020 5:50 PM

Jason Stanford
Executive Director

Northern Virginia Transportation Alliance
May 24, 2020

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

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

Dear Northern Virginia Transportation Authority Members:

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

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

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

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

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

In addition, we strongly encourage you to improve travel capacity in the I-95 corridor – one of the most congested on the entire East Coast. Fully funding Route 1 Widening in the Town of Dumfries, Summit School Road Extension, and Route 1 widening in Fairfax County will relieve congestion in this high traffic corridor and help move more people through our region.
Finally, given the current fiscal climate, we urge you to prioritize funding projects that will be ready to move forward in Fiscal Year 2024 and 2025 including continuation projects that are already partially funded by the Authority. Projects that do not anticipate construction or capital acquisition until 2026 or 2027 should apply for that funding in the next round of the Authority’s Six Year Program Update.

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

Sincerely,

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

Pat Dean, President
Associated Builders and Contractors – VA

Barry Taylor, President
Dulles Area Association of Realtors®

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

Ken Garrison, Executive Director
Heavy Construction Contractors Association

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

Mark Ingrao, Chief Executive Officer
Northern Virginia Building Industry Association
Nicholas Lagos, President
Northern Virginia Association of Realtors®

Julie Coons, President & CEO
Northern Virginia Chamber of Commerce

Maggie Parker, Chairman of the Board
Northern Virginia Transportation Alliance

Keith Meurlin, President
Washington Airports Task Force

Deborah Jones, President & CEO
Prince William Chamber of Commerce

Bobbie Kilberg, President & CEO
Northern Virginia Technology Council

Tucker R. Gladhill, Chairman
Tysons Regional Chamber of Commerce

Doug Pickford, President & CEO
Dulles Area Transportation Association
May 22, 2020

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

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

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

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

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

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

Sincerely,

Nora Dweck-McMullen
Chief Operating Officer, Dweck Properties
202-296-0360
5/23/2020 10:29 PM

Joshua Handler
Arlington, VA
W&OD Trail Widening Not Needed –
Second Parallel Four Mile Run Trail Exists

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

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

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

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

- Congestion not an issue during a commute

---

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

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

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

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

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

- In addition to existing parallel Four Mile Run Trail, Arlington expanded the network of on-street bike paths in the area
Tree Impact of W&OD Trail Widening Proposal
• A number of large mature trees would be cut down near N. Roosevelt Street at Brandymore Castle to straighten and widen the trail
• Others might be cut down or endangered by the work
Recent Tree Loss at N. Powhatan St

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

Bon Air Park buildings after July 8, 2019 rainstorm and flooding.
Despite installing a large underground cistern over the past few months, still large amounts of stormwater runoff during rainstorms.

This is not promising for the proposed W&OD trail widening project.

It would be better if there were better SWM along the Four Mile Run, but this can be done without widening the trail.
5/23/2020 9:56 PM

Connie Rydberg,
On Behalf of Nikhil Kapadia
Falls Church, VA
Re: West Falls Church Connection to W&OD Trail project and Downtown Falls Church Multimodal Improvements project

Dear [Name],

Please give Falls Church money for these projects.

They then considered a W&OD (trail) bike from the W&OD to Mclean, (via Park Ave.)
and to Chippokes.

I like riding my bike.
I can ride 17 miles.

From Nikhil's point of view.
5/23/2020 7:15 PM
Tina Leone
CEO
Ballston Business Improvement District
May 23, 2020

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

Dear Chair Randall and Members of The Authority:

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

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

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

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

Ballston has undergone an explosion of development, with 7 development projects completed in the last 5 years and 4 more projects delivering within the next 5 years- in total, this represents an additional 3,500 apartment units, 540,000 SF of new and renovated retail space and 530,000 SF of new office space since the project was first approved in 2005. All of these new developments rest within a 5-block radius of the
current Ballston metro station entrance—making the need for a second entrance to our Metro station critical to Ballston’s future success and sustainability.

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

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

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

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

Sincerely,

Tina Leone, CEO
Ballston Business Improvement District
5/23/2020 2:16 PM

Kirk Niemi

Varela, Lee, Metz & Guarino, LLP
May 18, 2020

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

Dear NVTA:

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

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

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

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

Sincerely,

Andrew J. Niemi

[Signature]
5/23/2020 2:09 PM
Paul & Sharon McMahon
4672 Timber Ridge Drive
Montclair, Virginia
5/22/2020 3:34 PM
John Carten
Chair
Arlington County Transit Advisory Committee
May 19, 2020

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

Dear Chair Randall and Members of The Authority:

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

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

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

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

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

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

Sincerely,

John Carten  
Chairman  
Arlington County Transit Advisory Committee
5/22/2020 3:32 PM
Kerri Oddenino, AICP
Senior Planner
Department of Community Planning and Economic Development Services
City of Falls Church, Virginia
(On Behalf of
Andy Rankin
Chair, Planning Commission,
Falls Church)
Falls Church Planning Commission  
City of Falls Church  
300 Park Avenue, VA 22046

May 21, 2020

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

Dear Northern Virginia Transportation Authority,

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

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

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

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

Sincerely,

Andy Rankin  
Chair, Planning Commission
5/22/2020 2:51 PM
Scott E. Pedowitz
Government Affairs Manager
Arlington Chamber of Commerce
(On Behalf of Kate Bates)
May 22, 2020

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

Dear Chair Randall,

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

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

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

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

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

We thank you for your consideration of these comments.

Sincerely,

Kate Bates
President & CEO

CC: Arlington County Board; Arlington County Manager; Arlington County Department of Environmental Services, Transportation Division
5/22/2020 2:20 PM

Franz Gimmler

Arlington VA
Project Description

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

Project Location

[Map of Arlington W&OD Trail Enhancements]
# Arlington W&OD Trail Enhancements

## Project Milestone

<table>
<thead>
<tr>
<th>Project Stage</th>
<th>Earlier</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
<th>FY25</th>
<th>FY26</th>
<th>FY27</th>
<th>Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>Study</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right of Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquisition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Capital Asset</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acquisitions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Project Funding

<table>
<thead>
<tr>
<th>Project Stage</th>
<th>Requested Funds</th>
<th>NVTA Previously Approved Funds</th>
<th>Other Funding</th>
<th>Gap</th>
<th>Total Cost by Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Study</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Design, Engineering, Environmental Work</td>
<td>$650,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$650,000</td>
</tr>
<tr>
<td>Right of Way Acquisition</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
<td>$4,996,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,996,000</td>
</tr>
<tr>
<td>Capital Asset Acquisitions</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$5,646,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$5,646,000</td>
</tr>
</tbody>
</table>

## Project Analysis Highlights

<table>
<thead>
<tr>
<th>Performance Metric</th>
<th>Rating</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Reduction Relative to Cost (CRRC)</td>
<td>23.35</td>
<td>18</td>
</tr>
<tr>
<td>TransAction Project Performance</td>
<td>53.16</td>
<td>34</td>
</tr>
<tr>
<td>Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2019)</td>
<td>Not applicable</td>
<td></td>
</tr>
<tr>
<td>Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2019)</td>
<td>14.50%</td>
<td></td>
</tr>
<tr>
<td>Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA</td>
<td>0.00%</td>
<td></td>
</tr>
<tr>
<td>Local Priority</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>NVTA-Funded Project(s) Nearby</td>
<td>Number</td>
<td>NVTA Funds Allocated</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>$3,793,209</td>
</tr>
</tbody>
</table>

Notes: None.
5/21/2020 4:39 PM

Stephanie Piperno

(WABA)
RE: Arlington W&OD Trail Enhancements

Dear NVTA Members,

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

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

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

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

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

Sincerely,

Stephanie Piperno
Trails Coalition Manager, Washington Area Bicyclist Association (WABA)
5/21/2020 4:11 PM

Stephanie Piperno
(On Behalf of Capital Trails Coalition)
RE: Arlington W&OD Trail Enhancements

Dear NVTA Members,

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

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

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

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

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

Sincerely,

Liz Thorstensen
Vice President, Trail Development at Rails-to-Trails Conservancy
Chair, The Capital Trails Coalition
5/21/2020 2:01 PM

Elena Sisson
On Behalf of
Derrick Morrow

HYATT REGENCY CRYSTAL CITY
May 21, 2020

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

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

Dear Ms. Backmon,

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

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

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

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

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

Sincerely,

Derrick Morrow
Area VP and General Manager
Hyatt Regency Crystal City
5/21/2020 11:50 AM

Susan English

ARCA Representative to the Crystal City Citizen Review Council
May 20, 2020

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

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

Dear Ms. Backmon,

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

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

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

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

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

Sincerely,

Susan P. English
ARCA Representative,
Crystal City Citizen Review Council
5/20/2020 2:08 PM

Robert Mandle
Chief Operating Officer
Crystal City Business Improvement District
May 20, 2020

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

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

Dear Ms. Backmon,

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

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

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

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

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

Sincerely,

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

CC Mark Schwartz, County Manager for Arlington County
5/20/2020 10:09 AM

Jay Corbalis

Vice President, Public Affairs

JBGSMITH
May 19, 2020

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

Dear Ms. Backmon,

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

Though they are being advanced as separate projects, the bridge and station are envisioned as one physically integrated structure. From Crystal Drive users would ascend a shared staircase to a walkway above the rail corridor, then either descend to the VRE station platform, or continue east to DCA (see Exhibit A). Their interconnected nature amplifies the benefits of both projects and underscores the importance of advancing them concurrently. Already its busiest stop in Virginia, the new VRE station in National Landing will add capacity to support planned frequent, bi-directional VRE service, as well as potential MARC and Amtrak service. By connecting directly to the station, CC2DCA will not only provide direct airport access to thousands of residents, employees and visitors in National Landing, it will create a direct intercity rail connection to National Airport for the first time. This truly unique project will create the country’s first “walkable airport” while providing an important new multi-modal access point that will help ease congestion at DCA.
Investments in expanding Virginia’s multi-modal transportation network are central to a larger strategy of growing the economy while combating congestion. With the majority of Amazon’s 25k employees expected to commute car-free, Virginia has committed nearly $200m to a slate of multi-modal projects – including CC2DCA – to enable the region’s highly educated workforce to get to National Landing quickly and conveniently. The state’s recent landmark agreement with CSX to construct a new Long Bridge will provide a further boost by enabling all-day, bi-directional VRE service. The NVTA plays a critical role in this strategy by providing funding to many of these projects, including several of those linked to the Amazon agreement such as the second entrance to the Crystal City Metro station, the Potomac Yard Metro station and the Crystal City-Potomac Yard Transitway.

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

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

Sincerely,

Andrew Vanhorn
Executive Vice President
JBG SMITH Properties

CC Mark Schwartz, County Manager for Arlington County
Exhibit A
5/20/2020 9:05 AM
Sally Efkelt
CBC Correspondent
Northern Virginia Transportation Authority  
3040 Williams Drive Suite 200  
Fairfax, VA 22031

Dear Chair Randall and NVTA Members,

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

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

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

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

Respectfully,

Harold (Hal) Lippman  
President, CBC
5/19/2020 11:05 AM

Laura Kirkconnell
President
Bluemont Civic Association
TO:
The Honorable Phyllis J. Randall
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

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

Dear Chair Randall and Members of The Authority:

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

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

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

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

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

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

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

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

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

Sincerely,

Laura Kirkconnell
President
Bluemont Civic Association
cc: Richard Roisman - rroisman@arlingtonva.us
    Pierre Holloman - pholloman@arlingtonva.us
    Kenex Sevilla – ksevilla@arlingtonva.us
5/18/2020 2:36 PM

Casey Dimock
Dear NVTA,

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

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

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

Sincerely,
Casey Dimock
5/18/2020 9:27 AM

Jeff Kuck

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

Ladies and Gentlemen:

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

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

Without an alternatives analysis NOVA Parks has not made a convincing case that it needs to take valuable park space and destroy natural resources to create a bicycle superhighway. Audubon encourages the authority to defer a decision on this costly and potentially harmful project until an objective environmental and alternatives assessment has been completed, with appropriate public review.
5/14/2020 9:15 PM

Melissa McMahon
Chair, Alexandria Transportation Commission

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

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

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

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

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

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

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

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

All three of these transitways work together to form spines of connectivity for both the City and region, connecting people to jobs, housing, services and entertainment. Funding for the Duke Street Transitway will allow the City to complete this transitway network and receiving this full funding request for FY24-25 will enable a streamlined design and construction effort for faster implementation and maximum cost-effectiveness.
Again, I would like to thank the Authority for the opportunity to speak on behalf of the City, and this important project. Thank you.
5/14/2020 8:50 PM
Susan Land
Arlington, VA
Public Testimony Provided
Widening the W&OD Bike Path
NOVA Transportation Authority Meeting – Public Comment
May 14, 2020
Public Comment 7:00pm

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

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

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

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

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

Of particular concern are the following areas:

- Mile 5 – Brandymore Castle Hill - Hundreds of large mature trees cover the Brandymore Castle Hill, several of which also line the bike path.
- Mile 3.75 – Bon Air Park – The majority of this park exists in both a flood plain and a Resource Protection Area. Large trees surround the banks of Four Mile Run creek.
- Mile 3.5 – Bluemont Park – This park also resides in a flood plain and has a designated Resource Protection Area that crosses the existing bike trail. The risk of flooding here due to tree loss and increased paved surfaces is enormous.
- Mile 3.0 – Carlin Springs Rd – This area is identified as a FEMA Special Flood Hazard Area.
Even if trees are not directly in the 22 foot right of way for this expanded bike trail, adjacent trees will certainly be damaged or destroyed by construction cutting into their root systems, construction equipment movement and staging, and the requisite clearing and mowing that may reach up to 3 feet beyond the new paved area.

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

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

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

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

We ask that NOVA Transportation Authority to not fund this project until the environmental impacts of this project are carefully considered. Hundreds of mature publicly owned trees could be removed as a result.
May 14, 2020

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

Dear Ms. Backmon,

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

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

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

The West Falls Church Access to Transit and Multimodal Connectivity, and Downtown Falls Church Multimodal Improvements Transportation Project applications are a priority for the City. The City respectfully requests that both applications be considered for full funding.
May 14, 2020
Page 2

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

Sincerely,

[Signature]

P. David Tarter
Mayor, City of Falls Church

cc: City of Falls Church Council Members
    F. Wyatt Shields, City Manager
    Cindy Mester, Deputy City Manager
    James B. Snyder, Director of Community Planning and Economic Development Services
    Michael J. Whitfield, Director of Public Works
    Paul Stoddard, Director of Planning
5/13/2020 9:44 AM

Lisa Varouxis, President

Falls Church Village Preservation and Improvement Society
May 13, 2020

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

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

Dear NVTA Members, Grant Committee and Staff;

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

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

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

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

Sincerely,

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

Cc: David Snyder
Falls Church Planning Department
5/12/2020 6:38 PM

Rachel J.C. Bellamy

TIME Systems | Executive Vice President
TO WHOM IT MAY CONCERN,

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

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

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

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

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

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

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

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

Respectfully,

Lonnie J Bellamy, Jr.
CEO/President, TIME Systems LLC
Owner, BCL Associates and Property Management
202-460-4761
5/12/2020 1:24 PM

Andrea Caumont
Chair, CACT
May 12, 2020

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

Dear Chair Randall and members of the NVTA,

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

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

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

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

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

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

Sincerely,
Members of the Falls Church City Citizens Advisory Committee on Transportation

Andrea Caumont (chair)   Bill Ackerman
Dave Gustafson (vice chair)   Doug Devereaux
Paul Baldino   Shaun Dakin
5/11/2020 11:40 AM

Douglas Stewart

Transportation Co-Chair, Virginia Sierra Club
May 11, 2020

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

Dear Chair Randall:

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

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

Since the Six-Year Plan was adopted two years ago, we’ve seen economic development in northern Virginia gravitate even more toward transit and more compact, mixed-use communities. Expansions of transit such as the Silver Line in Fairfax and Loudoun, increased VRE capacity in Prince William, and future Route 1 Bus Rapid Transit in Fairfax and potentially Prince William provide new opportunities for both economic growth and a more efficient transportation network. Areas such as the Rosslyn-Ballston corridor have demonstrated that sustained economic growth can occur while minimizing congestion.
It is also likely that the current recession will reduce revenues from NVTA funding sources such as sales taxes and the transient occupancy tax. With limited funds, the need to plan our transportation system more wisely is paramount.

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

1. **Transit access improvements:** By making it easier to get to Metro and VRE stations on foot, by bike and by automobile, these projects will leverage private investments in mixed-use development and expand transit use:
   - North Woodbridge mobility improvements, Prince William
   - VRE Woodbridge Station improvements, Prince William
   - Rosslyn multimodal network improvements, Arlington
   - Ballston MU Metrorail station west entrance, Arlington
   - West Falls Church access to transit and multimodal connectivity, City of Falls Church
   - Crystal City to Reagan Airport intermodal connector, Arlington
   - VRE Crystal City Station improvements, Arlington
   - Old Lee Highway multimodal improvements, City of Fairfax
   - Vienna Regional Bikesharing, Town of Vienna

2. **New Bus Rapid Transit:** The two projects below complement local land use plans that call for compact development within walking distance of new transit stations. By adding cost-effective bus service on dedicated lanes, they provide fixed-guideway transit that will spur walkable, mixed-use redevelopment. They will focus growth in walkable, bikeable, transit-oriented communities, making the region more economically competitive and allowing existing roads to be much more efficient.
   - Duke Street Transitway, City of Alexandria
   - Route 1 Bus Rapid Transit, Fairfax County

3. **Strategic road projects:** These targeted projects will augment street grids and address hot spots, but without creating the induced demand and spurring the sprawling development patterns that only create more traffic problems:
   - Frontier Drive extension and intersection improvements, Fairfax County
   - 7 Corners Ring Road improvements, Fairfax County
   - Route 123 and Eaton Place intersection improvements, City of Fairfax
   - Government Center Parkway extension, City of Fairfax
In addition to highlighting the above proposals we support, we wish to raise serious concerns regarding the proposal to extend Godwin Drive along Flat Branch that is one of the alternatives being considered as part of the Route 28 corridor improvements for which Prince William County has applied for additional funding. The region should not prioritize capacity expansion that will incentivize additional single occupancy vehicle commuter traffic along Godwin Drive or the eastern bypass alternative.

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

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

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

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

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

Thank you for considering our comments.

Sincerely yours,

Stewart Schwartz, Executive Director
Coalition for Smarter Growth
Karen Campblin and Douglas Stewart  
Virginia Sierra Club

Lisa Campbell  
Bike Loudoun

Kim Hosen, Executive Director  
Prince William Conservation Alliance

Rick Holt, Chair  
Active Prince William

Steve Banashek, Transportation Chair  
Sierra Club Mount Vernon Group

Jim Durham, Chair  
Alexandria Bicycle and Pedestrian Advisory Committee

Ken Notis, Chair  
Liveable Alexandria: Housing and Transit Advocates

Jonathan Krall, Steering Committee  
Grassroots Alexandria

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

Sonya Breehey, Chair  
Fairfax Alliance for Better Bicycling

Chitra Kumar, Founder  
Arlington Neighborhoods Forward

Christopher Day, President  
Arlington Coalition for Sensible Transportation

Dan Holmes, Director of State Policy  
The Piedmont Environmental Council

Trip Pollard, Senior Attorney  
Southern Environmental Law Center

Renee Grebe, Northern Virginia Conservation Associate  
Audubon Naturalist Society

Lee Epstein, Lands Program Director and Special Counsel  
Chesapeake Bay Foundation
5/8/2020 1:18 PM

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

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

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

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

Safe transit connections are critical to assuring that City residents and employees arrive at destinations safely. Grants from the Northern Virginia Transportation Authority are the mechanism that allow those connections to grow. The Falls Church City EDA Chair and Vice Chair request the NVTA approve these two grant applications to support the safety and economic vitality of the City of Falls Church.
5/4/2020 6:14 PM

Laura Gould, PhD

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

May 04, 2020

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

Dear NVTA:

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

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

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

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

Sincerely,

Laura Gould, PhD
Chair, Health and Wellness Advisory Committee
3/29/2020 11:35 PM

Kalai Kandasamy
February 11, 2020

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

Dear Mr. Muir:

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

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

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

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

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

Sincerely,

Gerald E. Connolly  
Member of Congress

Donald S. Beyer Jr.  
Member of Congress

Eleanor Holmes Norton  
Member of Congress

Jennifer Wexton  
Member of Congress
MEMORANDUM

July 26, 2019

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

Re: Counts and Results Summary

Introduction

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

Approach

Toole Design incorporated two (2) data sources in the SUP LOS analysis to collect pedestrian and bicycle volumes along the W&OD Trail: a permanent counter and manual counts. The permanent counter is located on the W&OD Trail near the Custis Trail connection and is maintained by Arlington County. The manual counts were collected on the W&OD Trail at two (2) locations: north of Roosevelt Street and south of Four Mile Run Crossing at Bluemont Park. These count locations are shown on the Study Area in Figure 1. These counts, along with FHWA’s SUP LOS for bicyclists and HCM’s SUP LOS for pedestrians were used to determine the SUP LOS for bicyclists and pedestrians for the existing conditions. The analysis in this memo also includes a Forecasted Shared-Use Path Level of Service analysis is to determine the future capacity of the trial in the future. The planned trail typical cross-sections are a 16-foot widened trail on the western end (from N. Roosevelt Street to west of Patrick Henry Drive) and a parallel trail with a 12-foot bicycle path and a separate 8-foot pedestrian path.
Data Collection & Count Summary

Permanent Counter

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

Figures 2 and 3, the Average Trail Usage by Month, show that the busiest months on the trail are June through September on weekdays and April through September on weekends. Figures 2 and 3 also indicate
that pedestrian (orange) and bikes (blue) have similar usage in winter months and bikes have much higher usage in summer months. Pedestrians daily use ranges from about 375 users in the winter to about 690 daily users in the summer. Bike daily use ranges from about 420 users in winter to about 1,425 in the summer. This suggests that bike usage is much more sensitive to climate because the usage dropping off significantly in the winter. These figures also show higher weekend usage than weekday usage throughout the year for both modes.

Figure 2: Weekday Average Trail Usage by Month

Figure 3: Weekend Average Trail Usage by Month

Figures 4 and 5, the Average Hourly Distribution by Mode, shows strong commute patterns with weekday AM and PM peaking for both pedestrians and bikes while the weekend peak occurs mid-day for bikes and in the AM for pedestrians. As shown in Figure 6, any growth in usage over time is not easily distinguished from general year-to-year fluctuations and there is not an easily discernible pattern of growth in usage.
Manual Counts
Toole Design coordinated with Quality Counts to collect manual bi-directional pedestrian and bicycle counts. The counts were conducted for five (5) weekdays from 6:30AM to 9:30AM and 4:00PM to 7:00PM and two (2) weekend days from 9:00AM to 3:00PM. Table 1 lists the dates that these counts were conducted. The weather on these count days was overcast, partly cloudy, or mostly cloudy. The volumes for Saturday were re-counted from the original week due to a malfunction on the initial count days. The daily results from these counts were reviewed and an average of the Weekday (Monday through Friday), and Weekend (Saturday through Sunday) volumes were used to perform the analysis at the two locations. The peak hours at each location are shown in Table 2.

Table 1: Bi-directional Pedestrian and Bicycle Count Dates

<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>June 2, 2019</td>
</tr>
<tr>
<td>Monday</td>
<td>June 3, 2019</td>
</tr>
<tr>
<td>Tuesday</td>
<td>June 4, 2019</td>
</tr>
<tr>
<td>Wednesday</td>
<td>June 5, 2019</td>
</tr>
<tr>
<td>Thursday</td>
<td>June 6, 2019</td>
</tr>
<tr>
<td>Friday</td>
<td>June 7, 2019</td>
</tr>
<tr>
<td>Saturday</td>
<td>June 8 &amp; 15, 2019</td>
</tr>
</tbody>
</table>

Table 2: Peak Hours

<table>
<thead>
<tr>
<th></th>
<th>North of Roosevelt Street</th>
<th>South of Four Mile Run Crossing at Bluemont Park</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AM</strong></td>
<td>7:15 AM - 8:15 AM</td>
<td>6:30AM - 7:30 AM</td>
</tr>
<tr>
<td><strong>PM</strong></td>
<td>5:30 PM - 6:30 PM</td>
<td>5:45 PM - 6:45 PM</td>
</tr>
<tr>
<td><strong>Weekend</strong></td>
<td>10:45 AM - 11:45 AM</td>
<td>11:30 AM - 12:30 PM</td>
</tr>
</tbody>
</table>
Figures 7-12, Volume Comparison, below summarize the data from the bi-directional pedestrian and bicycle counts. These figures show the hourly volumes for the full data collection periods. Therefore, the actual peak hour may not be represented on these figures.

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

Figure 12: Volume Comparison
Weekend - South of Four Mile Run
Existing Shared-Use Path Level of Service

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

Methodology

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

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

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

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

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

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

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

1) For the current trail, what increase in trail user volumes (pedestrians and bicyclists) would result in each location degrading below the recommended quality of service (LOS C) during all hours studied? Toole Design applied the same SUP LOS methodologies in a sensitivity analysis to determine the increase in total trail volume that would result in a pedestrian or bicycle level of service D for each direction and analysis hour at both Roosevelt Street and the Four Mile Run Crossing that aren’t already experiencing LOS D or worse. The increases were calculated separately for each mode and trail direction as a percentage of the current volumes, and the same modal and directional splits for each location and peak hour were held constant.

2) For the planned widened and parallel trail, how many bicyclists can be accommodated before degrading below the recommended quality of service (LOS C)? North of Roosevelt Street this was evaluated using a 16-foot widened trail for pedestrians and bicycles, based on an analysis of the LOS at varying trail widths. South of the Four Mile Run Crossing at Bluemont Park, this was evaluated using the SUP LOS calculator for bicycles on the planned 12-foot bike-only section of the parallel trail. There are limitations to the tools for evaluating quality of service for a pedestrian only trail, so the pedestrian-only portion of the trail was not used in this analysis.

**Results**

**Question 1:**

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

<table>
<thead>
<tr>
<th>Weekday</th>
<th>North of Roosevelt Street</th>
<th>South of Four Mile Run Crossing at Bluemont Park</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Eastbound</td>
<td>Westbound</td>
</tr>
<tr>
<td>AM</td>
<td>SUP LOS (Bicycle)¹</td>
<td>Current LOS</td>
</tr>
<tr>
<td></td>
<td>% Volume to reach LOS D</td>
<td>N/A*</td>
</tr>
<tr>
<td></td>
<td>SUP LOS (Ped)²</td>
<td>Current LOS</td>
</tr>
<tr>
<td></td>
<td>% Volume to reach LOS D</td>
<td>N/A*</td>
</tr>
<tr>
<td>PM</td>
<td>SUP LOS (Bicycle)¹</td>
<td>Current LOS</td>
</tr>
<tr>
<td></td>
<td>% Volume to reach LOS D</td>
<td>N/A*</td>
</tr>
<tr>
<td></td>
<td>SUP LOS (Ped)²</td>
<td>Current LOS</td>
</tr>
<tr>
<td></td>
<td>% Volume to reach LOS D</td>
<td>N/A*</td>
</tr>
<tr>
<td>Weekend</td>
<td>SUP LOS (Bicycle)¹</td>
<td>Current LOS</td>
</tr>
<tr>
<td></td>
<td>% Volume to reach LOS D</td>
<td>N/A*</td>
</tr>
<tr>
<td>Midday</td>
<td>SUP LOS (Ped)²</td>
<td>Current LOS</td>
</tr>
<tr>
<td></td>
<td>% Volume to reach LOS D</td>
<td>N/A*</td>
</tr>
</tbody>
</table>

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

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

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

**Question 2:**

At north of Roosevelt Street location, the proposed trail conditions include widening the existing trail from 10 feet to 16 feet. Table 5 shows the results of the SUP LOS for bicycles assuming the existing volumes on the 16-foot trail. The trail would operate at LOS B or C during all peaks. Table 5 also shows the % volume increase needed to reach LOS D for bicyclists for the widened trail, assuming the existing mode split between bicycles and pedestrians. Moderate increases (38%-49%) are needed during the weekend peak and the eastbound direction during the PM peak to reach LOS D. Significant increases (82%-180%) during the AM peak and the westbound direction during the PM peak to reach LOS D. A limitation of the
SUP LOS for pedestrians is that it does not take into account the width of the trail because it focuses on the frequencies of a pedestrian being encountered, either meeting or passing, by a bicyclist. However, a 16-foot trail provides enough width for four separate travel lanes so when a pedestrian encounters a bicyclist, there will be more space for the bicyclist to pass, greatly improving the pedestrian quality of service. The widened trail also improves the pedestrian experience by more easily allowing for side-by-side walking, promoting the social function of the shared-use path.

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

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

<table>
<thead>
<tr>
<th></th>
<th>North of Roosevelt Street</th>
<th>South of Four Mile Run Crossing at Bluemont Park</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>East-bound</td>
<td>West-bound</td>
</tr>
<tr>
<td><strong>Weekday AM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUP LOS (Bicycle)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widened Trail LOS</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>% Volume to reach LOS D</td>
<td>280%</td>
<td>182%</td>
</tr>
<tr>
<td><strong>Weekday PM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUP LOS (Bicycle)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widened Trail LOS</td>
<td>C</td>
<td>B</td>
</tr>
<tr>
<td>% Volume to reach LOS D</td>
<td>138%</td>
<td>226%</td>
</tr>
<tr>
<td><strong>Weekend Midday</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUP LOS (Bicycle)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widened Trail LOS</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>% Volume to reach LOS D</td>
<td>149%</td>
<td>146%</td>
</tr>
</tbody>
</table>

1- Based on FHWA SUP LOS for bicycles
Conclusions

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

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

July 26, 2019

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

Re: Field Assessment Summary

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

Base Maps, Field Walk Notes and Photos

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

Database Searches

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

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

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

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

Toole Design recommends the following on Plan Sheets C1.1 – C1.8. Source of underlying data is GIS and aerial photography. Numbers are approximate and actual field conditions could differ significantly from what is shown in mapping. Further engineering surveying will be required for design.
North Roosevelt Street to West of Patrick Henry Drive (Sheets C1.1 - C1.3)

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

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

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

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

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

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

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

Previous Studies and Planned Projects

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

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

- **Arlington County Draft Master Transportation Plan** – This plan supports W&OD and Bluemont Junction Trail upgrades. As noted in Appendix D – Bikeway Facility Projects, “Upgrade the entire W&OD Trail Arlington section … Improvements may include: trail widening, minor realignments, new pavement
markings, wayfinding signage and consideration of the addition of trail lighting.” It also states “Upgrade the entire Bluemont Junction Trail for improved user safety and comfort.

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

- **Arlington Public Spaces Master Plan** – This plan, approved in April 2019, lists as a "Priority Action" in Section 2.2 (pg 88) to improve existing trails that currently do not meet design standards or user demands. The plan also lists "Mode Separation" as a best practice on this same page. The plan references a picture of the W&OD trail in our study area (in the area of Sheet 3) on page 92 and 93.
May 18, 2020
Myrna Levinstein
(By Mail)
Northern Virginia Transportation Authority
3040 Williams Drive  Suite 200
Fairfax, VA  22031

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

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

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

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

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

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

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

Sincerely,

Myrna Levinstein
May 19, 2020

Gillian and Keith Donaldson

(By Mail)
May 19, 2020

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

Referencing Van Buren Road North Extension #26 PWC-025

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

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

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

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

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

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

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

8. There is a severe traffic problem on 95 South from Route 1-Woodbridge and the Occoquan Bridge to Potomac Mills. The proposed Van Buren bypass would not relieve this congested area.
5/14/2020
Michael J. Olichney & Mrs. Margaret W. Olichney
(By Mail)
COMMENTS ON FUNDING OF RT1 WIDENING IN DUMFRIES

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

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

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

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

Town of Dumfries tax structure and long-range financial planning cannot support this unsurmountable
tax burden. Therefore, we must rely on VTA approval of funds to ensure the successful completion of
this vitally needed improvement to the Virginia roadway system.
5/14/2020

Stewart Schwartz

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

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

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

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

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

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

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

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

We have also seen the explosion in telecommuting. The percentage of telecommuters after this crisis is likely to remain high, meaning big declines in peak hour commuting, further eliminating justification for massive highway widening.
We have seen who the really essential workers are in our workforce and that transit has been essential for these workers.

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

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

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

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

Thank you.

Stewart Schwartz
Executive Director
5/26/2020

Peter C. Minshall

On Behalf of Washington Capitol Partners, LLC
Subject: Arlington County’s Application ARL-019 for Ballston-MU Metrorail Station West Entrance

Dear Chair Randall and Members of The Authority:

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

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

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

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

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

Sincerely,

Peter C. Minshall
Managing Member
Washington Capitol Partners, LLC

CC Richard Roisman – rroisman@arlingtonva.us
Pierre Holloman – pholloman@arlingtonva.us
Kenex Sevilla – ksevilla@arlingtonva.us
5/26/2020

Craig Gerardi
On Behalf of Piedmont Office Realty Trust
May 26, 2020

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

Dear Chair Randall and Members of The Authority:

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

In addition, we have been provided the following information and provide our support as such:

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

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

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

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

Sincerely,

Craig Gerardi
Senior Manager
Piedmont Office Realty Trust
5/29/2020

Nancy McFalls

On Behalf of Community Advisory Committee,

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

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

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

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

WE STATE OR BELIEVE:

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

kristenmw69@gmail.com
Kimberly Henderson, Kalevermier@gmail.com
Yvonne French
Ann Kosmal arakigkk@gmail.com
mj4salinas@gmail.com Mary Jean salinas
Kathleen Parr, kgage@yahoo.com
Tsering Amdo
Elisabeth Morse
July Chan, chan.july@gmail.com
huang_x_cindy@hotmail.com
Kevin M Anderson, kmanderson1@hotmail.com
Jon Polk jonpolk@aol.com
Shari kane
Sif Lazizi : sifJazizi@gmail.com
Kathy Pippin (Kathya.pippin@yahoo.com)
Sapna Lahiff; sapnalahiff@yahoo.com
Tara Tanner, tara@tannerconsult.com
Gina Vetere ginavetere@hotmail.com
Medha David medhapatel@hotmail.com
Meara Glazebrook, mearaonthewall@hotmail.com
Wendy Rath wenrath@yahoo.com
Kristin Keller kkeller78@hotmail.com
Stacey Brooks comtnclimr@gmail.com
apassos@bluewin.ch
and Arlington) bring significant volumes of non-residential traffic onto our neighborhood streets.

4. That traffic on major roadways surrounding our area (495, 66, 267) regularly “spills over” onto our residential streets, and that construction and tolls worsen this situation.

5. That smart phone GPS apps are directing significant traffic through our neighborhoods rather than more appropriate non-residential streets, and that smart phone use while driving increases distractedness on our streets.

6. That our largest neighborhood streets are critical to residents "on foot" -- specifically Westmoreland, Great Falls and Kirby -- as they provide us access to 5 schools, 5 religious centers, 3 recreation clubs, McLean Little League, and walking trails.

7. That these RESIDENTIAL streets require PERMANENT measures to keep pedestrians safe, such as prominent crosswalks, consistent sidewalks, and clear signage -- as well as traffic calming measures such as "road diets".

8. That other area roads are more suitable for local through-traffic and should be the focus for moving traffic through the region -- for example, Rte. 7, Rte. 123 and Gallows Rd should be more "attractive" as commuter routes than Westmoreland, Kirby and Great Falls.

223 answers
<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Molly Hoffman</td>
<td><a href="mailto:smhoffman2005@yahoo.com">smhoffman2005@yahoo.com</a></td>
</tr>
<tr>
<td>Sara Craig</td>
<td><a href="mailto:saramariecraig@gmail.com">saramariecraig@gmail.com</a></td>
</tr>
<tr>
<td>Constance Loving</td>
<td><a href="mailto:cloving@lwinet.com">cloving@lwinet.com</a></td>
</tr>
<tr>
<td>Bledar Manka</td>
<td><a href="mailto:b_manka@hotmail.com">b_manka@hotmail.com</a></td>
</tr>
<tr>
<td>Lynda Noggle</td>
<td><a href="mailto:lynda_noggle@yahoo.com">lynda_noggle@yahoo.com</a></td>
</tr>
<tr>
<td>Louise JGaardsmoe</td>
<td><a href="mailto:gmalouise@gmail.com">gmalouise@gmail.com</a></td>
</tr>
<tr>
<td>Kelly Kinnison Cannata</td>
<td><a href="mailto:kekinnison@gmail.com">kekinnison@gmail.com</a></td>
</tr>
<tr>
<td>Letty Steven's</td>
<td><a href="mailto:mrslvstevens@yahoo.com">mrslvstevens@yahoo.com</a></td>
</tr>
<tr>
<td><a href="mailto:awhyte@verizon.net">awhyte@verizon.net</a></td>
<td>Adrienne Whyte</td>
</tr>
<tr>
<td>Cynthia M. Roden</td>
<td><a href="mailto:rodenc@verizon.net">rodenc@verizon.net</a></td>
</tr>
<tr>
<td>Marelize Prestidge</td>
<td><a href="mailto:marelize.prestidge@gmail.com">marelize.prestidge@gmail.com</a></td>
</tr>
<tr>
<td>Andrea Wade</td>
<td></td>
</tr>
<tr>
<td>Dee Birem</td>
<td><a href="mailto:dbirem@yahoo.com">dbirem@yahoo.com</a></td>
</tr>
<tr>
<td>Tara Henigan</td>
<td><a href="mailto:dthenigan@verizon.net">dthenigan@verizon.net</a></td>
</tr>
<tr>
<td>Monica Jaenicke</td>
<td><a href="mailto:monicajaenicke@yahoo.com">monicajaenicke@yahoo.com</a></td>
</tr>
<tr>
<td>Luiza Wilson</td>
<td><a href="mailto:luiza.wilson@verizon.net">luiza.wilson@verizon.net</a></td>
</tr>
<tr>
<td>Paul Jukic</td>
<td><a href="mailto:jukicpi@yahoo.com">jukicpi@yahoo.com</a></td>
</tr>
<tr>
<td>Steve Young</td>
<td><a href="mailto:young_stja@yahoo.com">young_stja@yahoo.com</a></td>
</tr>
<tr>
<td>Rita Shaughnessy</td>
<td><a href="mailto:ritashala@yahoo.com">ritashala@yahoo.com</a></td>
</tr>
<tr>
<td><a href="mailto:stunastoat@gmail.com">stunastoat@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Emily Rapetti</td>
<td><a href="mailto:sheiryec@gmail.com">sheiryec@gmail.com</a></td>
</tr>
<tr>
<td>David Kusnierkiewicz</td>
<td><a href="mailto:dbkouch@gmail.com">dbkouch@gmail.com</a></td>
</tr>
<tr>
<td>Deborah Larson</td>
<td><a href="mailto:debbieop@yahoo.com">debbieop@yahoo.com</a></td>
</tr>
<tr>
<td>Carolyn Adler</td>
<td><a href="mailto:carolyn@adlerhome.net">carolyn@adlerhome.net</a></td>
</tr>
<tr>
<td>Charisse Berree</td>
<td><a href="mailto:chartruse9@aol.com">chartruse9@aol.com</a></td>
</tr>
<tr>
<td>Jim Avila</td>
<td><a href="mailto:javila13@verizon.net">javila13@verizon.net</a></td>
</tr>
<tr>
<td>Mehrdad Etemad</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>Kim Hjort, <a href="mailto:kchjort@gmail.com">kchjort@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Joan Durman</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:rfowler64@gmail.com">rfowler64@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Howard Rubin, <a href="mailto:how.rubin@verizon.net">how.rubin@verizon.net</a></td>
<td></td>
</tr>
<tr>
<td>Sharon Schuler, <a href="mailto:einmal123@gmail.com">einmal123@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Kazi huque, <a href="mailto:Kazi.huque@gmail.com">Kazi.huque@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td><a href="mailto:annasihon@gmail.com">annasihon@gmail.com</a> Anna Sihon</td>
<td></td>
</tr>
<tr>
<td>Marie Stephens <a href="mailto:stephensmm4@gmail.com">stephensmm4@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Catherine Hassi <a href="mailto:hassisrus@gmail.com">hassisrus@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Rebecca Neumann <a href="mailto:aptrlihtemp@yahoo.com">aptrlihtemp@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Laura Friel <a href="mailto:lfriel@verizon.net">lfriel@verizon.net</a></td>
<td></td>
</tr>
<tr>
<td>Martha Taishoff <a href="mailto:mvtaihoff@gmail.com">mvtaihoff@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Elizabeth Yu; <a href="mailto:gaby1916@cox.net">gaby1916@cox.net</a></td>
<td></td>
</tr>
<tr>
<td>Wendy Rubin, <a href="mailto:wguelig@gmail.com">wguelig@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td><a href="mailto:cindywanderson@gmail.com">cindywanderson@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Laura Zimmitti</td>
<td></td>
</tr>
<tr>
<td>Linda Ham <a href="mailto:mycedartree@gmail.com">mycedartree@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Susan Thomas <a href="mailto:sdthomas906@gmail.com">sdthomas906@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Lois Uthman, <a href="mailto:luthman@aol.com">luthman@aol.com</a></td>
<td></td>
</tr>
<tr>
<td>Jennifer Longmeyer-Wood <a href="mailto:Jenn.longmeyerwood@gmail.com">Jenn.longmeyerwood@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td><a href="mailto:lauren.schwabish@gmail.com">lauren.schwabish@gmail.com</a> Lauren Schwabish</td>
<td></td>
</tr>
<tr>
<td>Cambra donelson <a href="mailto:donelsoncambra@yahoo.com">donelsoncambra@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Natalie laudier <a href="mailto:nschamus@hotmail.com">nschamus@hotmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Michael Stockwell; <a href="mailto:oldbluecj7@yahoo.com">oldbluecj7@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td><a href="mailto:vhk21@aol.com">vhk21@aol.com</a>, Vicki Kimmel</td>
<td></td>
</tr>
<tr>
<td>Naomi Waterston</td>
<td></td>
</tr>
<tr>
<td>Leigh Carrasco <a href="mailto:womeldorf@hotmail.com">womeldorf@hotmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Andrea Bitz</td>
<td><a href="mailto:abitz14@yahoo.com">abitz14@yahoo.com</a></td>
</tr>
<tr>
<td>Traci ball</td>
<td></td>
</tr>
<tr>
<td>Paige Gartner</td>
<td><a href="mailto:paigegartner@gmail.com">paigegartner@gmail.com</a></td>
</tr>
<tr>
<td>Shannon Suydam</td>
<td></td>
</tr>
<tr>
<td>Patricia Linderman</td>
<td><a href="mailto:lindermanp@gmail.com">lindermanp@gmail.com</a></td>
</tr>
<tr>
<td>Erika Keough</td>
<td><a href="mailto:erika_keough@hotmail.com">erika_keough@hotmail.com</a></td>
</tr>
<tr>
<td>Faiza Qadri</td>
<td><a href="mailto:qadrifaiza@hotmail.com">qadrifaiza@hotmail.com</a></td>
</tr>
<tr>
<td>Sherri Sirotzky</td>
<td><a href="mailto:sglaubinger@hotmail.com">sglaubinger@hotmail.com</a></td>
</tr>
<tr>
<td>Debbie Felix</td>
<td><a href="mailto:debsfelix@yahoo.com">debsfelix@yahoo.com</a></td>
</tr>
<tr>
<td>Cathy Sarris</td>
<td><a href="mailto:clsarris@hotmail.com">clsarris@hotmail.com</a></td>
</tr>
<tr>
<td>Natalie Hill</td>
<td><a href="mailto:Nataliehill52@gmail.com">Nataliehill52@gmail.com</a></td>
</tr>
<tr>
<td>Kerrie Lineweaver</td>
<td></td>
</tr>
<tr>
<td>Todd McManus</td>
<td><a href="mailto:Toddmcmanus@hotmail.com">Toddmcmanus@hotmail.com</a></td>
</tr>
<tr>
<td>Ruben E Ortiz-Flores</td>
<td><a href="mailto:rortiz1@worldbank.org">rortiz1@worldbank.org</a></td>
</tr>
<tr>
<td>Riya Shah</td>
<td><a href="mailto:shahriya@gmail.com">shahriya@gmail.com</a></td>
</tr>
<tr>
<td>Veeral shah</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:bdcrandall@gmail.com">bdcrandall@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Anuj Vohra</td>
<td><a href="mailto:anujvohra@gmail.com">anujvohra@gmail.com</a></td>
</tr>
<tr>
<td>Mitali Bapna</td>
<td><a href="mailto:Mitali.bapna@gmail.com">Mitali.bapna@gmail.com</a></td>
</tr>
<tr>
<td>Neha Vohra</td>
<td></td>
</tr>
<tr>
<td>Kim Zimmerman</td>
<td><a href="mailto:kimzimmerman@hotmail.com">kimzimmerman@hotmail.com</a></td>
</tr>
<tr>
<td>Neetha Rao</td>
<td><a href="mailto:neetha.kiran@gmail.com">neetha.kiran@gmail.com</a></td>
</tr>
<tr>
<td>Reena Borwankar</td>
<td><a href="mailto:rborwankar@yahoo.com">rborwankar@yahoo.com</a></td>
</tr>
<tr>
<td>Susan Shaheen</td>
<td><a href="mailto:susanshaheen@gmail.com">susanshaheen@gmail.com</a></td>
</tr>
<tr>
<td>Laura Krafsur</td>
<td><a href="mailto:LauraKrafsur@gmail.com">LauraKrafsur@gmail.com</a></td>
</tr>
<tr>
<td>Allison O'Rourke</td>
<td></td>
</tr>
<tr>
<td>Marion Bernand</td>
<td><a href="mailto:madaju5@yahoo.com">madaju5@yahoo.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Email</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Claudia Tielking</td>
<td><a href="mailto:charlesbudworth@gmail.com">charlesbudworth@gmail.com</a></td>
</tr>
<tr>
<td>Alexis Pearce</td>
<td><a href="mailto:nylexi@yahoo.com">nylexi@yahoo.com</a></td>
</tr>
<tr>
<td>Talmage Amaya, Holly</td>
<td>@Brock-Realty.com</td>
</tr>
<tr>
<td>Mary Jo Suchter</td>
<td><a href="mailto:emjayandfrank@verizon.net">emjayandfrank@verizon.net</a></td>
</tr>
<tr>
<td>Tara OBrien</td>
<td><a href="mailto:ttravels@yahoo.com">ttravels@yahoo.com</a></td>
</tr>
<tr>
<td>Michelle Welck</td>
<td><a href="mailto:Michellewelck@gmail.com">Michellewelck@gmail.com</a></td>
</tr>
<tr>
<td>Katia Santana</td>
<td><a href="mailto:maestra2412@gmail.com">maestra2412@gmail.com</a></td>
</tr>
<tr>
<td>Dana Casciotti</td>
<td><a href="mailto:danacasciotti@yahoo.com">danacasciotti@yahoo.com</a></td>
</tr>
<tr>
<td>Diana Mariotti</td>
<td></td>
</tr>
<tr>
<td>Patricia Ravelo</td>
<td><a href="mailto:Patriciamravelo@gmail.com">Patriciamravelo@gmail.com</a></td>
</tr>
<tr>
<td>Jenny Gregory</td>
<td><a href="mailto:jennyworkgregory@yahoo.com">jennyworkgregory@yahoo.com</a></td>
</tr>
<tr>
<td>Jennifer Burns</td>
<td><a href="mailto:jenburns91@gmail.com">jenburns91@gmail.com</a></td>
</tr>
<tr>
<td>Kim Levinson</td>
<td><a href="mailto:Klevinson70@earthlink.net">Klevinson70@earthlink.net</a></td>
</tr>
<tr>
<td>Amy Moore</td>
<td></td>
</tr>
<tr>
<td>Elizabeth Edelson</td>
<td><a href="mailto:edobozy@gmail.com">edobozy@gmail.com</a></td>
</tr>
<tr>
<td>Gemma Heirs</td>
<td><a href="mailto:gemski2001@yahoo.com">gemski2001@yahoo.com</a></td>
</tr>
<tr>
<td><a href="mailto:a.salerno1@gmail.com">a.salerno1@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Holly Dalton</td>
<td><a href="mailto:hollyliebl@yahoo.com">hollyliebl@yahoo.com</a></td>
</tr>
<tr>
<td><a href="mailto:Br102004sox@gmail.com">Br102004sox@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Jeff Moore, Jeff9moore</td>
<td><a href="mailto:jeff9moore@yahoo.com">jeff9moore@yahoo.com</a></td>
</tr>
<tr>
<td>Traci Patton, Traci</td>
<td><a href="mailto:manningtraci@hotmail.com">manningtraci@hotmail.com</a></td>
</tr>
<tr>
<td>Sara Weinstock</td>
<td><a href="mailto:estab1971@aol.com">estab1971@aol.com</a></td>
</tr>
<tr>
<td>Elise moss</td>
<td></td>
</tr>
<tr>
<td>sarah salerno skharding</td>
<td></td>
</tr>
<tr>
<td>Amanda Sheckman</td>
<td><a href="mailto:amandasheckman@gmail.com">amandasheckman@gmail.com</a></td>
</tr>
<tr>
<td>Cheryl Sim</td>
<td><a href="mailto:cheryljanesim@hotmail.com">cheryljanesim@hotmail.com</a></td>
</tr>
<tr>
<td>Theresa Fitzpatrick</td>
<td><a href="mailto:tgall_1226@yahoo.com">tgall_1226@yahoo.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Email</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>Rowena Enatsky</td>
<td><a href="mailto:rce_77@yahoo.com">rce_77@yahoo.com</a></td>
</tr>
<tr>
<td>Jinhee Lee</td>
<td><a href="mailto:jinheejahng@gmail.com">jinheejahng@gmail.com</a></td>
</tr>
<tr>
<td>Lisa Ruddy</td>
<td><a href="mailto:lisaruddy142@gmail.com">lisaruddy142@gmail.com</a></td>
</tr>
<tr>
<td>Lynda Singletary</td>
<td></td>
</tr>
<tr>
<td>Trevor Spracklin</td>
<td><a href="mailto:trevorspracklin@yahoo.com">trevorspracklin@yahoo.com</a></td>
</tr>
<tr>
<td>Kim Edwards</td>
<td><a href="mailto:kimedwards8@gmail.com">kimedwards8@gmail.com</a></td>
</tr>
<tr>
<td>Navitasethi</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:azizayuldasheva@gmail.com">azizayuldasheva@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Pam brockelman</td>
<td><a href="mailto:pambonaire@hotmail.com">pambonaire@hotmail.com</a></td>
</tr>
<tr>
<td>Alison Symons</td>
<td><a href="mailto:ali.a@jhu.edu">ali.a@jhu.edu</a></td>
</tr>
<tr>
<td>Comment</td>
<td>Details</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Westmoreland is horrible at rush hour. Definitely not safe for bike/ pedestrian traffic.</td>
<td></td>
</tr>
<tr>
<td>I have lived off of Westmoreland for more than 50 years. This is much needed and long overdue.</td>
<td></td>
</tr>
<tr>
<td>Fisher Avenue/Brilyn Place are a cut through and has no white lines painted at the intersection stop signs to indicate to stop. Cut through drivers go too fast and do not stop. We have observed many near misses between cars and pedestrians and bicyclists. Painted white lines would help significantly to prompt stop at the stops signs.</td>
<td></td>
</tr>
<tr>
<td>Urge drivers to slow down in the community</td>
<td></td>
</tr>
<tr>
<td>Please watch the corner of westmoreland and haycock</td>
<td></td>
</tr>
<tr>
<td>Also need traffic light on Dolley Madison and Ingleside Avenue, to allow pedestrians to safely get to Dolley Madison library and Mclean Community Center.</td>
<td></td>
</tr>
<tr>
<td>We desperately need more safety measures. We also need a cross walk, flashing light or a pedestrian walk sign like how Falls Church city has in their neighborhoods. This has been brought up since 6 years ago (maybe longer) at multiple times by multiple families and subdivisions. One problem has been the intersection of Haycock and Casemont. Commuters come through our neighborhoods speeding and cut through to get to 66. Haycock becomes downhill when driving towards school, and these drivers don’t slow down, even with the recent additional $250 speeding fine. We had discussed this with Fairfax Police Department who then got VDOT involved and it basically stopped right there. No more movement to keep kids and parents safe when crossing Haycock/Casemont. I feel like a broken record, as we were asked to walk on Beacon to get to/from school, well Beacon does not have side walk. Then they asked the families to walk away from school to get to/from school using Moly, and that adds another 10 minutes at least to the children commute. I am not sure why the resistance for keeping our families safe?! It seems like the bucket of safety is passed around between the county, police and Vdot. I even brought up this issue in one of the meetings for the development by FC HS. Every time we bring up the safety issues, police department sends in a patrol and tickets the speeding drivers for a while. We thank you for this!! However, we all know this is not a long term solution and can drain the police department's resources. We need a permanent solution through permanent pedestrian sidewalks and signs, crossing paths, flashing lights, speeding cameras and/or any other solutions that can be implemented. Will you help us??</td>
<td></td>
</tr>
<tr>
<td>Please add a pedestrian walkway on Great Falls Rd. to cross from Hutchison St.</td>
<td></td>
</tr>
<tr>
<td>I would like to see extra attention added to the corner of Great Falls and Haycock. Traffic turning right at a red light often endangers pedestrians, including walk to schoolers, if the driver making the turn is not attentive. Right turns on red should not be permitted if pedestrians are present—I'd like to recommend this kind of signage.</td>
<td></td>
</tr>
<tr>
<td>I believe much of the cut through traffic is due to people avoiding the I-66 tolls. If these tolls were more reasonable, this wouldn't be happening as often.</td>
<td></td>
</tr>
<tr>
<td>Specifically crossing Westmoreland to get to Haycock ES or Longfellow MS has become extremely dangerous for anyone.</td>
<td></td>
</tr>
</tbody>
</table>
At the intersection of Westmoreland and Kirby Roads, the northwest corner does not have a push button to allow pedestrians & students to cross. This means pedestrians & students who live on the north side of Kirby cross at a place other than the crosswalk, including myself and children.

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

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

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

certain streets should be limited to local traffic only

Little League access is too dangerous.

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

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

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

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

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

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

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

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

Recently my wife and I were almost run over in the crosswalk at Westmoreland and Rosemont by a driver who passed a car on the right that had stopped for us.
Traffic is out of control on Kirby with most drivers speeding and some luxury sports cars (McLaren, etc) using it as a race track. My kids crosses Kirby to ride his bike most afternoons and I worry about his safety crossing this dangerous road with few stop lights/crosswalks.

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

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

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

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

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

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

Thank you!

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

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

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

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

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

Myself and my kids have frequently been standing in existing, not so well marked, crosswalks, and will have to flail my arms and such to get people to stop.
Moly Drive between Great Falls and Westmoreland has become a high speed cut-thru street. It's also a sidewalk street where many children play.

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

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

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

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

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

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

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

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

Thank you!!

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

Please include Powhatan Street as well.

Woodley Place between Alan and West is such a narrow street. We park on the side cars come down our street so fast and so many. When I get home to parallel park. The are a line of cars waiting to get by.
I agree completely. Although I appreciate the crossing guard at Westmoreland and Kirby during Longfellow arrival/dismissal, I have been very concerned that there is not a crosswalk/pedestrian signal to cross either Westmoreland or Kirby from the corner with the church. We live on that side and have to take our life in our own hands to walk around the block (especially since there is no side walk on that corner of Westmoreland, so you have to cross! During rush hour Westmoreland and Great Falls are a mess!!

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

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

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

Thank you

Very much needed measures

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

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

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

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

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

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

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

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

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

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

dianasmariotti@gmail.com

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

I believe that "radar signs" that show current speeds need to be placed on Westmoreland st near where the limit changes to 25 mph, and speeding fines increased like in falls Church near the w&od trail on Great Falls st.
As a mother of a Kent Gardens ES student and neighborhood runner, I can attest to seeing many “near misses” of vehicles not only nearly clipping groups of runners and walkers, but disregarding families and children crossing these major streets (at crosswalks!). Traffic calming measures are essential! Thank you for considering this and keeping our citizens safe!

Desperately need flashing pedestrian crossing at Poole/Westmoreland

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

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

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

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

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

The speeds at which drivers drive through the Churchill neighborhood of Falls Church, many of who are parents, is dangerous and is just a matter of time before something terrible happens.
5/29/2020

Jody M. Harrington
Arlington Resident
Dear Chair Randall and Members of The Authority:

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

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

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

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

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

Sincerely,

/s/

Jody M. Harrington
Arlington Resident
5/26/2020

Senator Scott A. Surovell

(By email to Authority members and Executive Director)
May 25, 2020

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Helen Cuervo
4975 Alliance Drive
Fairfax, Virginia 22030

Re: NVTA Six-Year Plan

Dear Chair Randall and members of the NVTA Board:

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

The projects are listed in the table below.
36th District Submitted Project List

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

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

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

<table>
<thead>
<tr>
<th>Fairfax County Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>U.S. 1/Richmond Highway Bus Rapid Transit</td>
</tr>
<tr>
<td>U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

- This corridor is only seven miles from Washington, D.C., and this coupled with the U.S. 1 road widening is Fairfax County’s highest priority project.
- The U.S. 1 BRT and U.S. 1 widening continued to be ranked highly - #1, #3, and #6 in congestion abatement under the TransAction HB599 criteria.
• Fairfax County’s U.S. 1 Corridor currently has the largest number of bus users than any part of Northern Virginia.
• Fairfax County’s recently adopted Embark rezoning plan anticipates significant new densities along this corridor within one-half mile of each transit station, rivaling the Arlington Metro Corridor. This will be one of the highest growth parts of Northern Virginia over the next decade and is the type of development we want to encourage – transit-oriented density.
• The U.S. 1 Corridor in Fairfax County has the highest concentration of pedestrian deaths in all of Virginia. By way of comparison, Prince William County’s stretch of U.S. 1 is the same length and has half the pedestrian deaths.

Fairfax County’s U.S. 1 Pedestrian Accident Summary 2011-2018
(Per Virginia Department of Motor Vehicles)

<table>
<thead>
<tr>
<th>People Involved in Crashes</th>
<th>Fatalities</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>180</td>
<td>11</td>
<td>93</td>
</tr>
</tbody>
</table>

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

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

Finally, please review the 300+ narrative comments I received to get a sense of how people feel about these projects.
Again, the people of the 36th Senate District are asking you to end the years of lagging investment in the U.S. 1 Corridor and to fund these critical projects. Please read the comments and you will learn how desperate people in Eastern Fairfax and Prince William Counties are for these improvements.

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

Sincerely Yours,

[Signature]

Senator Scott A. Surovell
36th District

enclosures

cc:  Senator Adam P. Ebbin  Supervisor Margaret Franklin
     Delegate Paul E. Krizek  Supervisor Andrea Bailey
     Delegate Mark D. Sickles  Ms. Monica Backmon
     Delegate Luke E. Torian  Mr. Tom Biesadny
     Delegate Kathy K.L. Tran  Mr. Ricardo Canizales
     Delegate Jennifer Carroll Foy  Ms. Holly Dougherty, Executive Director, Mount Vernon-Lee Chamber of Commerce
     Supervisor Dan Storck  Ms. Edythe Kelleher, Executive Director, Southeast Fairfax Development Corporation
     Supervisor Rodney Lusk
<table>
<thead>
<tr>
<th>Timestamp</th>
<th>Name</th>
<th>Zip Code</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/10/2020 14:08:51</td>
<td>Mr. Mac Northam</td>
<td>22308</td>
<td>Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/10/2020 14:28:23</td>
<td>Ms Saralyn Wasserman</td>
<td>22310-4321</td>
<td>New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region.</td>
</tr>
<tr>
<td>5/10/2020 14:43:07</td>
<td>Mr Josh Drumwright</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve the tax base, resulting in more transit funds available in the future. BRT and widening are essential to huge swaths of northern Virginia, and should be prioritized.</td>
</tr>
<tr>
<td>5/10/2020 14:48:21</td>
<td>Mr. Kevin Knapp</td>
<td>22306</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/10/2020 14:49:09</td>
<td>Mrs. Marci Moon</td>
<td>22306-1736</td>
<td>Since we have been in a national stay-at-home lockdown and people have been able to work from home, it seems that allowing many federal workers to work from home for most of the week would be a solution to the traffic problems in the DC area. I have read that many supervisors purchased software to monitor what employees were either working on or how much they were working on from home and therefore, this should be continued. Let people teleconference from home in addition to working from home and let's move forward in our society instead of the same old ways of spending money on highways widening etc. After all, working from home has also shown that it has led to a dramatic improvement on our air quality. Why aren't the leaders within the DC area even contemplating these actions instead of the same old tax us more and nothing improves.</td>
</tr>
<tr>
<td>5/10/2020 15:34:41</td>
<td>Mrs Christina Tobias-Nahi</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Phone</td>
<td>Message</td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------</td>
<td>----------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Mrs Julianna Castro</td>
<td>22150</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Mr Richard Campbell</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Mr. Rob Yergovich</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Col (ret) Frank Cohn</td>
<td>22060</td>
<td>Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., It will relieve congestion and allow free traffic flow. Prior widening of Route 1 cannot enjoy its goal until the rest of the needed construction is completed.</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Dr. Arina van Breda</td>
<td>22308</td>
<td>n/a</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Mr. Frederic Ackerson</td>
<td>22060-2725</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/10/2020</td>
<td>Mr. Emile Boyle</td>
<td>22015-4054</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Contact No</td>
<td>Comment</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------</td>
<td>------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/10/2020 19:14:51</td>
<td>Mr. Richard Prunchak</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/10/2020 21:01:23</td>
<td>Miss Amanda Williams</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure.</td>
</tr>
<tr>
<td>5/10/2020 21:57:45</td>
<td>Mr. Mark Chernisky</td>
<td>20151</td>
<td>I believe developers should contribute as much as possible to undergrounding and widening, but it hasn’t ever happened. So, it’s pie in the sky. The Pandemic has also obviated the extreme need for modern infrastructure to residential areas. Continuity of Operations from home, is going to be top priority. With the potential HQ2 and secondary job growth, those workers will demand physically and internet savvy places. And that area is our first/closest offer.</td>
</tr>
<tr>
<td>5/10/2020 22:22:09</td>
<td>Ms. Tammy Mannarino</td>
<td>22308</td>
<td>I don't think that the bus lane will reduce traffic on Route 1. I think it will make things more difficult for pedestrians in our district—we already have a problem with pedestrian deaths. I think it will further divide the 2 sides of Route 1 making it more difficult to pass from one side to the other and exacerbating the economic separation.</td>
</tr>
<tr>
<td>5/10/2020 22:48:15</td>
<td>Mrs Annabel Baer</td>
<td>22306</td>
<td>New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/11/2020 5:56:54</td>
<td>Dr. Michael Royfe</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/11/2020 7:00:16</td>
<td>Mr. Kirk Jenne</td>
<td>22308</td>
<td>Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Compared to other areas in Fairfax County, the entire Route 1 corridor south of 495 has been neglected far too long. The economic benefits derived from better transit options - reducing traffic jams and bring high quality businesses - will help raise the quality of living standards in the area. We need local government to prioritize this area over others now!</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>Code</td>
<td>Text</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------</td>
<td>--------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/11/2020 9:32:22</td>
<td>Ms. Lisa Johnson</td>
<td>22309</td>
<td>They won't improve anything. Look to make telecommuting more accessible. Please, do not build the awful tunnel across Rt.1 to the Costco area in Hybla Valley. There is already too much drug activity right there. A tunnel would just create a convenient spot for more of the same.</td>
</tr>
<tr>
<td>5/11/2020 10:19:39</td>
<td>Title Tess Ailshire</td>
<td>22309</td>
<td>Few of these listed are &quot;benefits&quot;. Increased timing of lights, aggressive enforcement of traffic laws and courtesies, and intersection improvements are needed first of all. The more of these you fund, the more likely drivers will find it easier to ignore traffic laws and courtesies. I don't want to live in Reston or Clarendon, and that is what these proposals seek to emulate.</td>
</tr>
<tr>
<td>5/11/2020 10:44:43</td>
<td>Ms. Christine Culver</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Improved transit and more attractive roadway will help the Route 1 corridor &quot;catch up&quot; with other areas of Fairfax County and the DC suburbs.</td>
</tr>
<tr>
<td>5/11/2020 11:48:39</td>
<td>Mrs. Christian Dietrich</td>
<td>22079</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/11/2020 12:31:37</td>
<td>Ms. Allison Niedbala</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/11/2020 14:14:40</td>
<td>Ms. Gail Vance</td>
<td>22306</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. We have been living in this area for 42 years, waiting for improvements on the Route 1 corridor. Services are substandard here and traffic congestion has increased substantially. Connection to the subway is a high priority for us as retired people who would rather not drive into the city.</td>
</tr>
<tr>
<td>5/11/2020 15:04:26</td>
<td>Mr. Jeremiah Luttrell</td>
<td>22079</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/11/2020 21:57:06</td>
<td>Dr. Thomas Apker</td>
<td>22310</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Traveling without a car means I can talk to my kids more along the way. I'd like to see more support for electric bicycles and other vulnerable road users. I'm raising four curious kids, and I would like for them to be able to get around the County safely.</td>
</tr>
<tr>
<td>5/12/2020 13:57:58</td>
<td>Ms Elizabeth Ebel-Nuwayer</td>
<td>22306</td>
<td>Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>ID</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------</td>
<td>-------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/12/2020 18:21:15</td>
<td>Ms. Lauren Sullivan</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/12/2020 18:24:51</td>
<td>Mr. Jason Hill</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/12/2020 18:35:36</td>
<td>Ms. Signone Delacruz</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/12/2020 18:50:46</td>
<td>Mr Librado Castillo</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/12/2020 20:04:26</td>
<td>Mr. Ronald Engler</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/12/2020 20:23:34</td>
<td>Mr Richard Welshans</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure.</td>
</tr>
<tr>
<td>5/12/2020 20:49:00</td>
<td>Ms. Brenna St. Pierre</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/12/2020 20:51:43</td>
<td>Mrs. Mimi Calogero</td>
<td>22306</td>
<td>Increased livability will raise property values for commercial and residential properties. Leave the property of St. Louis without destruction for means of widening Rt.1 bus transit system. Change the plan to leave Popkins Lane unaffected- it’s going to be a nightmare.</td>
</tr>
<tr>
<td>5/12/2020 21:51:12</td>
<td>Mr Robert Cumming</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. So many resources have been spent on other parts of Fairfax. We have been underserved. There is a huge opportunity for the County to do big things here. THINK BIGGER</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>ID</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------</td>
<td>--------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/13/2020 3:06:52</td>
<td>Ms. Sarah Mullins</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 5:14:01</td>
<td>Mr. David DaCrema</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 5:57:25</td>
<td>Ms. Andrea Fehl</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 6:22:03</td>
<td>Mr. Julio Alvarez</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 7:03:37</td>
<td>Ms. Cynthia Lankford</td>
<td>22307</td>
<td>New development will bring storm water improvements and other green infrastructure. Important to prioritize public transit, bike and pedestrian improvements and not just wider roads for more cars. I only support Rte 1 widening if it is for these other modes of transportation as well.</td>
</tr>
<tr>
<td>5/13/2020 7:10:24</td>
<td>Ms. Molly O'Brien</td>
<td>22306</td>
<td>New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region.</td>
</tr>
<tr>
<td>5/13/2020 7:12:55</td>
<td>Mr. Robert Mullins</td>
<td>22306</td>
<td>Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/13/2020 7:18:20</td>
<td>Mr. Christopher Fricke</td>
<td>22303</td>
<td>Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. I'm asking that the board members and NVTA consider a feasibility study in reducing Huntington Ave to 25 mph and/or reduce the two lanes in both directions to one lane with a bike lane in both directions and a central turn lane. 30 mph is too fast for the residential area with a metro. This change would also reduce 495 commuter from use Huntington Ave as a &quot;cut through&quot; during rush hour and promote walk ability and bike friendly roads near metros stations.</td>
</tr>
<tr>
<td>5/13/2020 7:32:03</td>
<td>Mr. Nicholas Guendel</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 7:43:13</td>
<td>Ms. Yoshiko Sugahara</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>Email Address</td>
<td>Message</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------</td>
<td>---------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/13/2020 8:13:13</td>
<td>Ms. Traci Newcomb</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 8:21:07</td>
<td>Mr. Casey Hartman</td>
<td>22303</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Do Prince William County residents approve of their officials supporting an expensive Fairfax County project?</td>
</tr>
<tr>
<td>5/13/2020 9:06:55</td>
<td>Ms. Susan Frazier</td>
<td>22306</td>
<td>New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Please include bike and pedestrian access! New sidewalks have been added but making these routes bike and pedestrian friendly will ease traffic congestion and make our neighborhood a more attractive location!</td>
</tr>
<tr>
<td>5/13/2020 9:08:59</td>
<td>Ms. Sherry Frazier</td>
<td>22309</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/13/2020 9:26:56</td>
<td>Ms. Audrey Alessi</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 10:05:50</td>
<td>Mr Stephen Whiting</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 10:45:04</td>
<td>Mrs Marla Hughes</td>
<td>22310</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 10:46:48</td>
<td>Mr. Christopher Morgan</td>
<td>22308</td>
<td>The planned U.S. 1 corridor projects will decrease quality of life and should be considered deteriorations. NVTA please allocate these funds elsewhere and please do not fund the current U.S. 1 corridor capital projects plan.</td>
</tr>
<tr>
<td>5/13/2020 11:14:22</td>
<td>Mrs Alison Briestansky</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/13/2020 11:28:33</td>
<td>Mr. Jeremy Messinger</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. In expanding the BRT and Rt1 expansion, please consider appropriate crosswalks and bike accesses to reduce number of pedestrian fatalities and unsafe biking environments. Also, to reduce unsafe conditions at intersections, we need appropriate enforcement against panhandlers.</td>
</tr>
<tr>
<td>5/13/2020 11:50:29</td>
<td>Ms. Daphne Domingo</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Name</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td>-----------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>11:54:38</td>
<td>Ms Arlene Barnes-Dugan</td>
<td>22306-1807</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>12:05:23</td>
<td>Mr. Timothy Stecker</td>
<td>22306</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>12:56:03</td>
<td>Mrs DEANNA JONES</td>
<td>22306</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>13:03:23</td>
<td>Mr John Lenihan</td>
<td>22306-1473</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>14:03:58</td>
<td>Mr. Christopher McFarlane</td>
<td>22308</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>14:14:41</td>
<td>Mrs. Elizabeth Fogel</td>
<td>22303 and 22308</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>14:23:09</td>
<td>Mrs. Elizabeth Fogel</td>
<td>22303 and 22308</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>15:17:43</td>
<td>Mr Roger Miksad</td>
<td>22308</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>15:41:15</td>
<td>Ms. Diana Stewart</td>
<td>22306-1403</td>
</tr>
<tr>
<td>5/13/2020</td>
<td>16:00:26</td>
<td>Ms Barbara Edwards</td>
<td>22306</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Address</td>
<td>Comment</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------</td>
<td>---------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/13/2020 16:01:45</td>
<td>None Arva A</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 16:57:24</td>
<td>Mr. Frederick Albert</td>
<td>22310</td>
<td>New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/13/2020 17:00:55</td>
<td>Ms Jennifer Tulo</td>
<td>22306</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region.</td>
</tr>
<tr>
<td>5/13/2020 22:54:41</td>
<td>Mr Rick Grams</td>
<td>22307</td>
<td>The question is presumptive. By the time work is completed it will have little impact.</td>
</tr>
<tr>
<td>5/13/2020 23:06:25</td>
<td>Mr. Drew Gilbert</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 2:58:45</td>
<td>Dr Florence McAvoy</td>
<td>22303</td>
<td>Increased livability will raise property values for commercial and residential properties., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/14/2020 9:06:08</td>
<td>Ms. Jennifer Jones</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.</td>
</tr>
<tr>
<td>5/14/2020 10:26:18</td>
<td>Maj Marc Honrath</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 10:39:17</td>
<td>Mr Michael Gifford</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 11:15:00</td>
<td>Ms Suzanne Dash</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Email ID</td>
<td>Comment</td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------</td>
<td>----------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/14/2020 12:17:51</td>
<td>Ms Christine Baer</td>
<td>22310-2147</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 12:40:20</td>
<td>Ms. Kay Almassy</td>
<td>22306</td>
<td>Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/14/2020 13:05:57</td>
<td>Mrs Gwendolyn Bragg</td>
<td>22308-1503</td>
<td>given post Covid-19 world is more density and putting everyone in a bus wise? I don't think so. Rethink the whole idea of density</td>
</tr>
<tr>
<td>5/14/2020 13:23:09</td>
<td>Mrs. Sarah Glenn</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 13:33:13</td>
<td>Mr. Jason Kendall</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community., U.S. 1 corridor improvements will be the state's example for sustainable urban development.</td>
</tr>
<tr>
<td>5/14/2020 13:34:57</td>
<td>Ms. Carole Stover</td>
<td>22306</td>
<td>This is a very necessary improvements to the Rt 1 corridor and I enthusiastically support them.</td>
</tr>
<tr>
<td>5/14/2020 14:53:58</td>
<td>Mr. Bradley Mann</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 15:13:57</td>
<td>Ms Elizabeth Craver</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Message</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>----------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>5/14/2020 15:24:46</td>
<td>Mrs. Dana Jones</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
<td></td>
</tr>
<tr>
<td>5/14/2020 16:29:19</td>
<td>Mrs Maribeth Decker</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
<td></td>
</tr>
<tr>
<td>5/14/2020 18:17:26</td>
<td>Mr. Fred Hussain</td>
<td>Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. The Route 1 BRT project is definitely a high-priority project that will set the foundation to bring mass transit on this underserved corridor and expedite the planning process by coordinating with Prince William County to extend either BRT or Metro to the Dale City, Occoquan and Woodbridge communities.</td>
<td></td>
</tr>
<tr>
<td>5/14/2020 18:27:00</td>
<td>Mr. Peter Shiller</td>
<td>I don't think further development is appropriate. We cannot provide adequate services to those residents who are already here. The transportation money would be better spent supporting hospitals, firefighters and police officers. We don't need to increase a population that is not adequately served as it is.</td>
<td></td>
</tr>
<tr>
<td>5/14/2020 19:04:58</td>
<td>Mrs. Judy White</td>
<td>No do not go forward with this plan. I do not believe that this boondoggle will add anything but more high density living and taking away current properties and businesses. I will not approve of this plan.</td>
<td></td>
</tr>
<tr>
<td>5/14/2020 19:59:05</td>
<td>Mrs Pam Williams</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
<td></td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>Zip Code</td>
<td>Comment</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------</td>
<td>----------</td>
<td>-----------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/14/2020 20:02:18</td>
<td>Dr. C. Briana Bertoni</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/14/2020 20:03:12</td>
<td>Ms. Sherri Berthrong</td>
<td>22307</td>
<td>It’s time to invest in the Route One corridor! Young families are already beginning to move into the region from higher cost of living areas such as Arlington and DC. Investment in the local infrastructure of Hwy 1 will create an ideal environment to foster a rejuvenation of neighborhoods with great location and character.</td>
</tr>
<tr>
<td>5/14/2020 21:48:57</td>
<td>Mr. Wesley Yeary</td>
<td>22306</td>
<td>Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. I've loved vex in this area 40 years. It's only in the last recent years that I've seen any improvement on route one. Continue the work.</td>
</tr>
<tr>
<td>5/14/2020 22:43:10</td>
<td>Ms Jo-Ann Pascal</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.</td>
</tr>
<tr>
<td>5/14/2020 22:52:28</td>
<td>Mrs. Diana Shiller</td>
<td>22300</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.</td>
</tr>
<tr>
<td>5/15/2020 6:55:19</td>
<td>Ms Tara Miller</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/15/2020 8:29:23</td>
<td>Mr. Ephraim Fermin</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/15/2020 8:43:06</td>
<td>Mrs. Kathleen Colvert</td>
<td>22308</td>
<td>Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/15/2020 8:58:10</td>
<td>Mr. John Mullenix</td>
<td>22304</td>
<td>Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/15/2020 9:01:05</td>
<td>X. Kristen Morrissy</td>
<td>22308</td>
<td>Why are we funding a project to increase density capacity during a pandemic that will alter the way people lives moving forward and create a societal move away from supporting density. The bus lane in Del Ray and north is never used. I never see buses, never see people waiting for buses, it just creates More traffic by restricting the flow of traffic. Life after Covid will undeniably shift people away from mass transit. Spend the money supporting our new needs. Know when to quit. Just because you put time and effort into this project doesn’t mean it’s worth pushing through in light of recent events. If you won’t commit to opening schools how can you commit to a new mass transit scheme.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>ID</td>
<td>Comments</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------</td>
<td>--------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/15/2020 9:06:29</td>
<td>Mr. Nicholas Ciufo</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region.</td>
</tr>
<tr>
<td>5/15/2020 9:22:42</td>
<td>Mrs. Doris Gainer</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/15/2020 9:33:41</td>
<td>Mr. Timothy Ceder</td>
<td>22301</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Bicycle infrastructure and safe pedestrian options will increase quality of life for all.</td>
</tr>
<tr>
<td>5/15/2020 9:35:23</td>
<td>Mr. Kenneth Roberts</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/15/2020 9:48:12</td>
<td>Ms. Kami Bosworth</td>
<td>22309</td>
<td>Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region.</td>
</tr>
<tr>
<td>5/15/2020 11:23:13</td>
<td>Ms Agnes Artemel</td>
<td>22171</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/15/2020 11:28:57</td>
<td>Dr. Michael Haltzel</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/15/2020 13:19:56</td>
<td>Mrs. Carolyn Griglione</td>
<td>22304</td>
<td>I doubt that any of these will happen.</td>
</tr>
<tr>
<td>5/15/2020 14:36:13</td>
<td>Mr. Azizul Choudhury</td>
<td>22393</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/15/2020 15:39:26</td>
<td>Ms J Dailey</td>
<td>22307</td>
<td>It will relieve heavy traffic on the GW Parkway which is not designed to handle this much traffic.</td>
</tr>
<tr>
<td>5/15/2020 15:54:44</td>
<td>Mr. James Polhamus</td>
<td>20155</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>ZIP Code</td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>5/15/2020 20:27:17</td>
<td>Mr. David Eccard</td>
<td>22307</td>
<td></td>
</tr>
<tr>
<td>5/16/2020 8:01:21</td>
<td>Mr. Mike Manion</td>
<td>22306</td>
<td></td>
</tr>
<tr>
<td>5/16/2020 11:44:48</td>
<td>Mr. Matthew Cain</td>
<td>22307</td>
<td></td>
</tr>
<tr>
<td>5/16/2020 12:56:08</td>
<td>Mr. Holden Madison</td>
<td>22309</td>
<td></td>
</tr>
<tr>
<td>5/16/2020 13:19:40</td>
<td>Ms. Erika Christ86</td>
<td>22309</td>
<td></td>
</tr>
<tr>
<td>5/16/2020 16:02:18</td>
<td>Ms. Arica Young</td>
<td>22307</td>
<td></td>
</tr>
<tr>
<td>5/17/2020 4:41:55</td>
<td>Mr. Mohammad Ali</td>
<td>22306</td>
<td></td>
</tr>
<tr>
<td>5/17/2020 9:31:48</td>
<td>Mr. John Hannon</td>
<td>22306</td>
<td></td>
</tr>
</tbody>
</table>

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Please preserve funding for these crucial projects along the Route 1 corridor (Huntington to Ft. Belvoir). I am already really pleased with the work done south of Ft. Belvoir - I am hoping we can build on this progress to include more bike lanes & sidewalks in 22309/22306. Putting the powerlines underground would greatly improve quality of life. Thank you for your time and attention!

Between the influx of new people/families at the north end of Route 1 due to Amazon, the continued growth of Fort Belvoir, and Visit Fairfax’s plans to promote South County/Mount Vernon District as a major tourism destination, we need better roads and public transport along the Richmond Highway corridor. Thanks for your consideration.

It will not help residents along the Hybla Valley corridor. The project is intended to help Prince William County residents get to Alexandria.
Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region.

Ms. Barbara Roesmann

Mr. Teddy Gedamu

Dr. Nicole Motzer

Dr. Kristofer Lasko

Mr. Alexander Cline

Colonel USAF (Retired) Katherine Ward

Ms. Angelica Valdez
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Contact No.</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/20/2020 9:44:08</td>
<td>Mr. Paul Mehler</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. No. 1 priority should be widening Rt 1 between Costco and Ft Belvoir.</td>
</tr>
<tr>
<td>5/20/2020 9:44:13</td>
<td>Mr Stephen Kulinski</td>
<td>22314</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Please think to the future for our children and utilize the Revitalize the route one corridor, it is the greenest option.</td>
</tr>
<tr>
<td>5/20/2020 9:47:07</td>
<td>Mrs Angeline Campbell</td>
<td>22031-2007</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Transit improvements will accommodate higher density and support the new people moving to this region. New development will bring storm water improvements and other green infrastructure. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/20/2020 9:47:43</td>
<td>Ms Liz Murphy</td>
<td>22150</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 10:03:03</td>
<td>Ms Elizabeth Richelieu</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Transit improvements will accommodate higher density and support the new people moving to this region. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 10:05:59</td>
<td>Dr. James Carpenter</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. The Rte1 corridor is vital to transportation in our community. If we can continue to invest in that route it will ease congestion, give commuters new options, and help the environment. This in turn will attract businesses to the area. I watched this happen in Arlington in the early 2000s’ from Courthouse to Clarendon.</td>
</tr>
<tr>
<td>5/20/2020 10:10:08</td>
<td>Mr. William Foote</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. BRT helps ease the impact of such density on the environment. The Rte1 corridor is vital to transportation in our community. If we can continue to invest in that route it will ease congestion, give commuters new options, and help the environment. This in turn will attract businesses to the area. I watched this happen in Arlington in the early 2000s’ from Courthouse to Clarendon.</td>
</tr>
<tr>
<td>5/20/2020 10:12:12</td>
<td>Ms Janis Smith</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Widening Rt 1 to Ft Belvoir is essential. The daily traffic buildup is outrageous.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Email</td>
<td>Comment</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------------</td>
<td>------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/20/2020 10:17:44</td>
<td>Mr. Lee Jenkins</td>
<td>22306</td>
<td>Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 10:23:25</td>
<td>Mr. JOHN CARLSON</td>
<td>223062703</td>
<td>Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/20/2020 10:33:20</td>
<td>Ms Laila Ouhamou</td>
<td>22315</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 10:48:16</td>
<td>Dr. Larry Zaragoza</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 11:22:17</td>
<td>Ms Ellen Young</td>
<td>22307</td>
<td>New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 11:28:37</td>
<td>Ms. Elisabeth Murawski</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.</td>
</tr>
<tr>
<td>5/20/2020 11:46:17</td>
<td>Mr J Commeree</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 11:55:18</td>
<td>Mr. David McNally</td>
<td>22308-1225</td>
<td>New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 11:59:14</td>
<td>Mr Rob Yergovich</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
</tbody>
</table>

Thank you for distributing this survey!
Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Work on Route One make it safer.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

I do a lot of shopping in Route one shops/stores. It needs a complete modernization to reduce traffic backups, make it safer for pedestrians and attract new businesses.

New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Work on Route One make it safer.

Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Route 1 in this area has been neglected for quite some time. It is good that this is getting done, and will help reduce racial disparities by providing better transportation to the high number of minorities living along the corridor.

Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. It will help raise standards of living for all that live in the MV Lee Districts.

The Rout 1 corridor between the 495 and Woodlawn has been neglected long enough. This is a prime location with easy access to 495/95, the WB, National Harbor and Old Town. However, when you drive down Rout 1 it looks like crap compared to locations such as Potomac Yards, Kingsstown, Old Town, and neighboring sections of Arlington. Please help us build a community we can all be proud to live in.

Allocate funds based on need. I've been all over the county and the RT 1 corridor has the greatest need.

Prioritizing our public transportation and how it adapts during COVID-19 should be of the utmost importance to ensure that the Northern corridor of VA continues to succeed.

The NVTA needs to consider pandemic and post-pandemic effects on mass transportation usage, which may be negative. This will affect roads vs. transit decisions. Increasing electric vehicle charging stations may help reduce pollution but not help road conditions.
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Location</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/20/2020 15:03:11</td>
<td>Mr. Randy Hardee</td>
<td>22307</td>
<td>Increased livability will raise property values for commercial and residential properties. These look like real leaps of faith. Our density is plenty high already.</td>
</tr>
<tr>
<td>5/20/2020 15:07:38</td>
<td>Mr Hank Hart</td>
<td>22309-3030</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Eliminate as many left hand turns off rt1. Use U turns to get back to a X (like Cal).</td>
</tr>
<tr>
<td>5/20/2020 15:27:00</td>
<td>Mrs. Gretchen Walzl</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. I feel the improvements to the Rt 1 corridor, the whole cohesive plan, not piecemeal, brings this somewhat neglected area of Fairfax County into the 21st century. To work, the entirety of this funding needs to be in place. As it is, this is only the beginning of the improvements process so we need to get it moving along.</td>
</tr>
<tr>
<td>5/20/2020 15:37:41</td>
<td>Mrs Pam Williams</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. More public transportation, less roads!</td>
</tr>
<tr>
<td>5/20/2020 15:38:16</td>
<td>MS Angela Anderson</td>
<td>22307</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. The VDOT ranking is inconsistent with the need for roads in Mount Vernon District. These two projects are fundamental to improvement in economic growth in Mount Vernon District. The NVTA rankings HB 599 should take priority over the proposed ranking.</td>
</tr>
<tr>
<td>5/20/2020 15:40:56</td>
<td>Mr. Peter Aliferis</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Thank you for all your work on modernizing and improving the transportation options on the Richmond Highway Corridor. I have lived here since 1989 and am so excited for the future.</td>
</tr>
<tr>
<td>5/20/2020 16:11:54</td>
<td>Ms. Cathy Hosek</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will benefit residents from all walks of life, and will bring the Richmond Highway Corridor into the 21st century.</td>
</tr>
<tr>
<td>Date &amp; Time</td>
<td>Name</td>
<td>Number</td>
<td>Message</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------------</td>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/20/2020 16:34:13</td>
<td>Mr. Brian Broadhead</td>
<td>22079</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/20/2020 16:46:21</td>
<td>Mrs. Kelli Weiss</td>
<td>22306</td>
<td>Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/20/2020 17:19:28</td>
<td>Mr. David Hastie</td>
<td>22308</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region. When reviewing the various projects for approval please take a global approach to value each project not solely based on a municipality’s request for an transportation improvement within their jurisdiction, but rather how it improves the transportation network within the region as a whole. The BRT projects along the Rt. 1 corridor are essential to reducing vehicle trips and mitigating congestion during peak demand for using transportation facilities.</td>
</tr>
<tr>
<td>5/20/2020 17:47:06</td>
<td>Mr. Alex Vanegas</td>
<td>20112</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. The U.S. 1/Richmond Highway Bus Rapid Transit project and U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir projects are critical to creating better roadways and better transit. The NVTA ranking is a more accurate gauge of need than the overall ranking.</td>
</tr>
<tr>
<td>5/20/2020 18:07:23</td>
<td>Mr. Jon Kandel</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. The U.S. 1/Richmond Highway Bus Rapid Transit project and U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir projects are critical to creating better roadways and better transit. The NVTA ranking is a more accurate gauge of need than the overall ranking.</td>
</tr>
<tr>
<td>5/20/2020 18:21:14</td>
<td>Ms Allie Miller</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/20/2020 20:23:37</td>
<td>Miss Vanessa Anderson</td>
<td>22309</td>
<td>New development will bring storm water improvements and other green infrastructure. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Richmond Highway widening. Bus Rapid Transit (BRT). When reviewing the various projects for approval please take a global approach to value each project not solely based on a municipality’s request for an transportation improvement within their jurisdiction, but rather how it improves the transportation network within the region as a whole. The BRT projects along the Rt. 1 corridor are essential to reducing vehicle trips and mitigating congestion during peak demand for using transportation facilities.</td>
</tr>
<tr>
<td>5/20/2020 21:13:48</td>
<td>Ms. Ann Rowan</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Our members think the ranking of these projects is not consistent with the urgent need to improve the Richmond Highway corridor. They are critical to the revitalization and economic development of the corridor and will bring a major benefit to all of the southern part of the county. The NVTA ranking should take priority.</td>
</tr>
<tr>
<td>5/20/2020 21:58:55</td>
<td>Ambassador B. Lynn Pascoe</td>
<td>22303</td>
<td>Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
</tbody>
</table>

**Note:** The messages are excerpts from a document discussing the benefits of transit improvements, including increased density, higher property values, and the attraction of high-value employers such as premium grocers and Fortune 500 companies. The text emphasizes the importance of these improvements in retaining and attracting new residents and businesses, which in turn can boost the local economy and quality of life. The references to the U.S. 1/Richmond Highway Bus Rapid Transit project and U.S. 1/Richmond Highway Widening Hybla Valley to Fort Belvoir highlight the interrelated nature of transportation infrastructure improvements and their role in regional development.
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Phone</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/20/2020 22:06:01</td>
<td>Mr. Drew Gilbert</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. The widening of Route 1 and the BRT system should be a priority with the arrival of Amazon HQ2 and the Virginia Tech campus, both of which will be located just off of Route 1. Attracting the Amazon employees (who must have an average salary of $150K to fulfill their commitment to Arlington/the state), the workers at the Virginia Tech campus and any other companies that will build here because of them should be a primary focus of bringing them to the Route 1 corridor. Allowing them to take Route 1 directly into work, the metro, BRT, and even the GW Parkway into Arlington/Potomac Yard should be a major selling point. The widening of Route 1 and the BRT in conjunction with the Embark Richmond Highway project would be a game changer for the Route 1 corridor and bring much needed change to an area often left behind.</td>
</tr>
<tr>
<td>5/20/2020 23:27:52</td>
<td>Mr. Chris Lukawski</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Are there planned improvements for the Telegraph/495/Duke St interchange in advance of the new developments near Eisenhower Metro?</td>
</tr>
<tr>
<td>5/21/2020 9:25:23</td>
<td>Mr. Jim Klein</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Funding Route 1 corridor improvements is critical for the equitable distribution of regional resources. Stop favoring Tysons Corner and western Fairfax over southern Fairfax in your priorities. The time is now to improve the Route 1 Corridor for the benefit of everyone in the region.</td>
</tr>
<tr>
<td>5/21/2020 11:16:31</td>
<td>Mr. Benjamin Bryant</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/21/2020 13:24:40</td>
<td>Mr. Robert Farmer</td>
<td>22306</td>
<td>New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
</tbody>
</table>
New development will bring storm water improvements and other green infrastructure.

Storm water runoff from Wakefield Street and the surrounding area is collected and directed into seven large culverts which pour into a "V ditch". The ditch is paved with concrete that measures twelve feet wide and 300 yards long. Water pouring into the ditch flows over the concrete and is not filtered or treated in any way before flowing into the Little Hunting Creek at the end of the street.

Environmental science tells us that runoff occurs whenever rainwater falls on hardened surfaces including roads, driveways, roofs etc. Runoff picks up pollutants and deposits them in waterways. These pollutants include:
- Trash and litter discarded in the street
- Nitrogen and phosphorous from lawn fertilizers and air pollution that settles on the ground
- Fecal bacteria, viruses and other pathogens from animal waste (primarily pets)
- Oil and toxic petroleum products from vehicles and driveway sealants
- Pesticides and herbicides used on lawns and around buildings
- Road salt

Fecal bacteria, viruses and other pathogens from animal waste (primarily pets)
- Oil and toxic petroleum products from vehicles and driveway sealants
- Pesticides and herbicides used on lawns and around buildings
- Road salt

Toxic metals including copper, zinc, lead

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

If you want to attract Millenials and Gen-Zs, you need to spend money on green, public transport – not keep spending money on roads that require cars & gas.
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>ID</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/22/2020 09:04:45</td>
<td>Ms Kay Bushman</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/22/2020 10:00:44</td>
<td>Ms. Lee Chapla</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/22/2020 10:15:39</td>
<td>Mr. Michael Rioux</td>
<td>22307</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., New development will bring storm water improvements and other green infrastructure., Increased livability will raise property values for commercial and residential properties., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/22/2020 10:35:45</td>
<td>Mrs Martha Kelly</td>
<td>22306</td>
<td>Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/22/2020 10:36:26</td>
<td>Mr Roy Finno</td>
<td>22310</td>
<td>It won't. It will just introduce new problems.</td>
</tr>
<tr>
<td>5/22/2020 10:48:39</td>
<td>Mrs. Marianne Soos</td>
<td>22306</td>
<td>Among other negative consequences, the proposed widening of Route 1 would drastically uproot and infringe on private property, commercial establishments, and other long-standing entities in the Rt 1 area.</td>
</tr>
<tr>
<td>5/22/2020 10:51:34</td>
<td>COL Chris Robertson</td>
<td>22306</td>
<td>Route 1 improvements will just snarl traffic. That useless bus lane in Alexandria/crystal city is a giant waste of taxpayer money and space. Just sit their and watch how little it gets used. Completely stupid. and traffic flows even slower now to support a handful of people on a bus occasionally.</td>
</tr>
<tr>
<td>5/22/2020 10:55:10</td>
<td>Mr. Benjamin Morris</td>
<td>22306</td>
<td>This question is horribly worded and leading.</td>
</tr>
<tr>
<td>5/22/2020 11:08:52</td>
<td>Ms. Sahlem Deutschmann</td>
<td>22314</td>
<td>No funds for road project.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Zip Code</td>
<td>Comment</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------</td>
<td>----------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Dr. CATHERINE RASTOVSKI</td>
<td>22306</td>
<td>If I wanted to live in Arlington I would have moved there. Not everyone want to be surrounded by high rises. And how are the lower income residents who will be displaced or proved out of the area going to be helped?</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Mr. Martin Tillett</td>
<td>22306</td>
<td>Richmond highway has been long neglected while the Transportation Authority has prioritized projects elsewhere in Fairfax County. It is time for a renewed focus on this part of Fairfax County in order to attain equity with other areas of the county.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Ms. Heather Webb</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Dr sarah onell</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Increased livability will raise property values for commercial and residential properties., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Ms. Christine Taylor</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Mrs. Renee' Brown</td>
<td>22193</td>
<td>Transportation is necessary for economic growth and strategic development for communities surrounding the Interconnected metropolitan areas. “SWOT”</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Mrs Maria Vacante</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road., Transit improvements will accommodate higher density and support the new people moving to this region., Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies., Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Mrs Kimberly Doering</td>
<td>22306</td>
<td>The size of the construction is too small, not worth the cost.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Ms. Rina Duda</td>
<td>22308</td>
<td>New development will bring storm water improvements and other green infrastructure. The size of the construction is too small, not worth the cost.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Mr Jerome Surovell</td>
<td>22303</td>
<td>It won’t. It’s a great place to live as-is. You don’t need to change anything simply because you’re holding a political office and want to toot your own horn to say that you “did something”. Focus on repairing what’s broken, not building something new.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Ms. Regina Patente</td>
<td>22308</td>
<td>Please do not take property from St. Louis School or parish. That land is being put to good use.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Mrs. Martha Amari</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Please don’t waste taxpayer money on BRT. There will never be $ for Metro to extend down Route 1 and we do not need stations in the middle of the road for buses! Widening Route 1 would help the traffic to flow better and using the BRT funds to put utilities underground would be advantageous to all.</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>Ms Lisa Didden</td>
<td>22306</td>
<td>I don’t agree that the proposed transit improvements for Route 1 will really benefit anyone in our community. The proposed bus lanes take away historic church property from St. Louis Catholic church at the Popkins Lane intersection. This is a sacrifice of hallowed ground in the name of progress and it is unacceptable to me. In addition, in these times of Covid-19 restrictions, it is uncertain how long it will take before citizens will use mass transportation to/from work. The demand for such bus services has completely diminished, and there is no need to spend taxpayer funding on these kinds of “improvements” at this time.</td>
</tr>
<tr>
<td>Date/Time</td>
<td>Name</td>
<td>Number</td>
<td>Message</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------</td>
<td>--------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/22/2020 12:50:12</td>
<td>Dr. Scott Klempner</td>
<td>22310</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 12:51:23</td>
<td>Mr. &amp; Mrs. Paul Hosmer</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 12:55:24</td>
<td>Mrs Lisa Ververs</td>
<td>22315</td>
<td>A bus lane will not help. No one will ride it. We do not need any more density. This is a waste of taxpayer funds that will not benefit current residents and only marginally benefit future residents if medium to high density development is allowed on Route 1. It will be costly, disruptive and of little to no benefit to area residents.</td>
</tr>
<tr>
<td>5/22/2020 13:01:35</td>
<td>Mr. Richard Hayden</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 13:01:36</td>
<td>Mx. SUZANNE MURTHA</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 13:02:54</td>
<td>Mr Eugenio Fuscher</td>
<td>22315</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 13:26:40</td>
<td>Dr Paul Plontkowski</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Too much density in Huntington will create new transportation problems, I'm for redevelopment but not as dense as proposed.</td>
</tr>
<tr>
<td>5/22/2020 13:35:41</td>
<td>Mr. Tom Rickert</td>
<td>22303</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 13:45:56</td>
<td>Mr. William Brinley</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. Transit improvements will improve environmental impact of movement.</td>
</tr>
<tr>
<td>5/22/2020 13:49:23</td>
<td>Mrs Amanda Vanice</td>
<td>22303</td>
<td>Increased livability will raise property values for commercial and residential properties. Having the bus system should increase foot traffic which would lead to infrastructure that is more friendly and nice looking. Something we should always keep in mind with these projects is walkability. We can't have a nice bus route all the way down without good ways to cross the street or get to stores on foot. People don't want to walk without any barriers next to fast traffic or through busy parking lots.</td>
</tr>
</tbody>
</table>
Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Rt 1 between Costco & Ft Belvoir is the last 2 lane section between Arlington & PW Counties. It's a bottleneck and should be much higher than #2! This is why I voted for these funds! Let's get this last section DONE!

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.

Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.

Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.

Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.

Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road.

Increased livability will raise property values for commercial and residential properties.

Transit improvements will accommodate higher density and support the new people moving to this region.
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Zip Code</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/22/2020 18:15:49</td>
<td>Mr. Lee Craft</td>
<td>22153</td>
<td>Improvements are poorly thought out. Simply being a Tysons cookie cutter development does not improve the lives of those who live on the Rt 1 corridor and in most cases either makes living normal life around Rt 1 harder or runs existing residents out because rent/mortgage becomes too expensive.</td>
</tr>
<tr>
<td>5/22/2020 18:40:27</td>
<td>Mx. Janet McMillan</td>
<td>22309</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies.</td>
</tr>
<tr>
<td>5/22/2020 19:02:16</td>
<td>Mr. Mike Sprung</td>
<td>22315</td>
<td>Each of these projects requires serious rethought in the wake of COVID-19. Commuting and travel patterns have, and will, be drastically altered as a result. Telework will grow immensely and necessitate very different thinking than when these projects were designed.</td>
</tr>
<tr>
<td>5/22/2020 19:25:11</td>
<td>Mrs. Kirstin Deimel</td>
<td>22308</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region.</td>
</tr>
<tr>
<td>5/22/2020 20:57:19</td>
<td>Mrs. Pauline Wade</td>
<td>22306</td>
<td>Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community. If you want to improve Route 1, DO NOT widen and add bus lane down the middle. add pull ins along the sides. Adding middle lane super disruptive, unnecessary, and their are better and cheaper ways to accomplish goals. You plan on taking private property, destroying homes and businesses and destroying historic areas including St. Louis Catholic School I don't see the bus lane along Route 1 from Old Town to Arlington being used nearly enough and plus it just stops. Don't repeat your mistakes in the name of progress.</td>
</tr>
<tr>
<td>5/23/2020 7:47:55</td>
<td><a href="mailto:mathdc@yahoo.com">mathdc@yahoo.com</a> Dan Matheis</td>
<td>22309</td>
<td>I don't know that any of the promises of the improvements will come to fruition.</td>
</tr>
<tr>
<td>5/23/2020 8:44:22</td>
<td>Mrs. Carla Brooks</td>
<td>22303</td>
<td>Increased livability will raise property values for commercial and residential properties.</td>
</tr>
<tr>
<td>5/23/2020 8:44:23</td>
<td>Mr. Joshua Delmonico</td>
<td>22306</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. New development will bring storm water improvements and other green infrastructure. Increased livability will raise property values for commercial and residential properties. Transit improvements will accommodate higher density and support the new people moving to this region. Increased density and transit options will attract high-value employers and services such as premium grocers and Fortune 500 companies. Transit improvements will encourage Millennials and Generation Z members to stay in our region and bring their purchasing power to our community.</td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Name</td>
<td>Zip Code</td>
</tr>
<tr>
<td>------------------</td>
<td>----------</td>
<td>---------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>5/23/2020</td>
<td>8:50:10</td>
<td>Mrs Sarah Kallasy</td>
<td>22306</td>
</tr>
<tr>
<td></td>
<td>9:37:14</td>
<td>Ms. Nikisha Reid</td>
<td>22306</td>
</tr>
<tr>
<td>5/23/2020</td>
<td>10:20:32</td>
<td>Mr. John Chuma</td>
<td>22308</td>
</tr>
<tr>
<td></td>
<td>10:48:54</td>
<td>Mrs Virginia Hoover</td>
<td>22310</td>
</tr>
<tr>
<td></td>
<td>14:47:57</td>
<td>Ms Susan Marino</td>
<td>22315</td>
</tr>
<tr>
<td></td>
<td>16:54:43</td>
<td>Mr. Jim Walton</td>
<td>22309</td>
</tr>
<tr>
<td></td>
<td>17:14:32</td>
<td>Mrs. Kathy HRECHKA</td>
<td>22306</td>
</tr>
<tr>
<td>5/23/2020</td>
<td>19:04:21</td>
<td>Mrs. Angela Weber</td>
<td>22306</td>
</tr>
<tr>
<td></td>
<td>21:55:02</td>
<td>Mr John Stinson</td>
<td>22315</td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Name</td>
<td>ID</td>
</tr>
<tr>
<td>------------</td>
<td>---------------</td>
<td>--------------------</td>
<td>----------</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>8:06:02</td>
<td>Mrs. Rhonda Lockard</td>
<td>838223</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>8:44:12</td>
<td>Mr. Jeff Morningstar</td>
<td>22309</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>13:30:05</td>
<td>Mr. Anthony Granado</td>
<td>22310</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>14:22:14</td>
<td>Mr. Bob Blohm</td>
<td>22309</td>
</tr>
<tr>
<td>5/25/2020</td>
<td>16:11:52</td>
<td>Mr. John Bioty</td>
<td>22308</td>
</tr>
<tr>
<td>5/25/2020</td>
<td>17:11:11</td>
<td>Mr. Matthew Spierenburg</td>
<td>22303</td>
</tr>
</tbody>
</table>

Many new developments will reduce DUIs, and bicycling, making it easier for commuters to both access transit on an express basis, via the BRT, and extend their commute at the other end on bicycle, even in a mixed density suburban environment.
<table>
<thead>
<tr>
<th>Date</th>
<th>Recipient</th>
<th>Email Address</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/26/2020</td>
<td>Mr. Brian Nienaber</td>
<td>22308</td>
<td>Transit improvements will reduce commute times and allow me to spend more time with my family and less time on the road. Increased livability will raise property values for commercial and residential properties. I am an active parishioner and school parent at St. Louis parish on the corner of Route 1 and Popkins. An earlier version of these plans included seizing part of our parish lands. I am very much opposed to this action.</td>
</tr>
</tbody>
</table>
**Prince William County NVTA Narrative Comments**

<table>
<thead>
<tr>
<th>Timestamp</th>
<th>Name</th>
<th>Zip Code</th>
<th>What other information would you like to share with NVTA?</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/10/2020 14:11:10</td>
<td>Mrs Cindy Hurle</td>
<td>22191</td>
<td>Us 1 and 95/Occoquan should be priority #1 due to the amount of cars that travel them everyday. Commuting needs to be efficient to help with the Ease of working in this area, the environment and mental health.</td>
</tr>
<tr>
<td>5/10/2020 14:20:34</td>
<td>Mr Luis Albusi</td>
<td>22191</td>
<td>Please complete the work in North Woodbridge including one project that's not on the list. Phase 2 of the Rt 1 widening in North Woodbridge to build an overpass over Rt 1 has disappeared from any of the plans. Otherwise, I've noted my choices above.</td>
</tr>
<tr>
<td>5/10/2020 14:38:57</td>
<td>Ms. Mrs. Tricia Rampersad</td>
<td>22026</td>
<td>Travel Routes in Town of Dumfries are not sufficient with current traffic load and will become more condensed with ongoing development in Dumfries and MCB Quantico. U.S. Route 1 is a main thoroughfare and alternative to I-95 in PWC. Any transportation and road projects on this route are top priority in order to maintain quality of life and make PWC a preferred commercial and residential location.</td>
</tr>
<tr>
<td>5/10/2020 14:54:57</td>
<td>Mrs Marcia Moon</td>
<td>22191</td>
<td>We need to use option of working from home and teleconferencing. Since the national stay-at-home lockdown many this has becoming a viable option along with teleconferencing. Many suvp have purchased software to monitor their employees working from home. Also, this short time has revealed that our atmosphere has improved due to less cars on the road. Let people work from home and maybe require they come in one to two days a week. Polis need to think outside of the box with new solutions instead to the same on tax and spend for new roads that don't help us or the enviornment. This Covid-19 situation has proven this will work and is the way the future should go.</td>
</tr>
<tr>
<td>5/10/2020 21:03:45</td>
<td>Mr. Neil McBee</td>
<td>22191</td>
<td>Do not fund the Van Buren Road project. In this time of financial difficulty this project needs to be cut. We live at Camelot Court in Dumfries and were forced to leave because of flooding. It is very scary to have to live in constant fear that the next rain will flood your home. Where will you go when that happens? More development / roads will cause more flooding. We now live in Four Seasons and the traffic noise is horrible. Do not fund the Van Buren extension from 234 to Cardinal drive. It will ruin our nature path. In this economic climate it is even less justifiable. Finally, the flooding from too much development caused us to leave Montclair. There needs to be more storm water control and less development.</td>
</tr>
<tr>
<td>5/10/2020 19:40:29</td>
<td>Mr. Charles Wheeler</td>
<td>22025</td>
<td>Yes, I believe that the consolidation and realignment of U.S. Route 1 in Dumfries is in the keen interest of the residents of the Town of Dumfries and the surrounding communities. The project will not only separate local and thru traffic but have the capacity to accommodate traffic to serve the forthcoming Rosies Gaming Emporium gaming parlor. The project will also pave the way to promote a sense of community by giving the Town the ability to plan community and cultural-oriented events that will generate tourism revenue. In addition, the local road will spur interest for small businesses who want to revitalize the corridor that will receive positive support among the residents of the Town.</td>
</tr>
<tr>
<td>5/11/2020 12:50:51</td>
<td>Mr. Walter Zimmers</td>
<td>22192</td>
<td>The projects sound great but it looks like more study is needed to assure one fix does not cause another issue.</td>
</tr>
<tr>
<td>5/11/2020 10:06:28</td>
<td>Mrs. Marimer Carrera</td>
<td>22026</td>
<td>The state and its agencies and the County need to prioritize roads in order to enable economic development in eastern Prince William.</td>
</tr>
<tr>
<td>5/11/2020 9:40:53</td>
<td>Mrs. Mary Wheeler</td>
<td>22025</td>
<td>The biggest bottleneck is at I95 and Rt 123 crossing the Occoquan. Anything to alleviate that bottleneck is most important.</td>
</tr>
<tr>
<td>5/14/2020 17:50:23</td>
<td>Ms. Pamela Buchenauer</td>
<td>22181</td>
<td>No, but I do have a question/comment. Telegraph Road already connects to Minnieville Road. Way direct more traffic through a residential neighborhood/Summitt School Road?</td>
</tr>
<tr>
<td>5/19/2020 1:18:17</td>
<td>Ms. Irene 1</td>
<td>22192</td>
<td>No, but I do have a question/comment. Telegraph Road already connects to Minnieville Road. Way direct more traffic through a residential neighborhood/Summitt School Road?</td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Name</td>
<td>Zip Code</td>
</tr>
<tr>
<td>------------</td>
<td>----------</td>
<td>----------------------</td>
<td>----------</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>10:00:32</td>
<td>Ms MG Turner, Haymarket 1</td>
<td>20169</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>10:49:57</td>
<td>Ms Bonnee Groover</td>
<td>22191</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>10:54:26</td>
<td>Mr Lawrence Tayon</td>
<td>22191</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>11:54:48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/20/2020</td>
<td>12:06:44</td>
<td>Dr. William Carr</td>
<td>22025</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>14:05:58</td>
<td>Mrs Deborah Clark</td>
<td>22192</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>14:30:30</td>
<td>Mr James Kennedy</td>
<td>22193</td>
</tr>
<tr>
<td>5/20/2020</td>
<td>19:35:13</td>
<td>Ms. Irene Diveris</td>
<td>22192</td>
</tr>
<tr>
<td>5/21/2020</td>
<td>00:08:44</td>
<td>Hon. Kenny Boddye</td>
<td>22192</td>
</tr>
<tr>
<td>5/21/2020</td>
<td>12:58:53</td>
<td>Ms PJ 9</td>
<td>22193</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>16:15:01</td>
<td>Mr Dennis Presley</td>
<td>22191</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>17:08:29</td>
<td>Ms Bonny Shilton</td>
<td>22026</td>
</tr>
</tbody>
</table>
b. According to the project description, the project will "play a vital role in easing local and regional congestion.

a. The Van Buren Road North has been on the PWC planning books since 1979. Since then, landowners have changed and the county approved several residential developments (FSHVA, Copper Mill Estates, Cardinal Grove). Among the concerns are increased traffic, decreased property values, and environmental impact.

f. The road construction will require cutting down many of our mature trees and will cut off our nature trail systems.

g. The currently proposed county road layout raises the height of the road 10 to 15 feet above our homes.

The Van Buren Rd. extension in Potomac District would have dramatic negative effects on 3 communities of over 1000 homes, especially Four Seasons where 77% of residents are over 65. Close to 80 homes' wooded backyards would be replaced with a 4 lane highway with use by 18 wheelers. With sidewalks and biking trails, it will become an unmonitored back door access and easy access into our gated community, which is a safety issue. In addition the highway will go right down the middle of Cardinal Grove community, an all age community with many children, a dramatic negative impact to all living there. The other community impacted is Copper Mill Estates. These three communities just learned on May 18 of the NVTA's public comment period which began on March 13, giving affected neighborhoods only six days to reply. I strongly urge the NVTA not to approve the Van Buren Road extension.

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

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

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

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

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

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

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

The Board of Directors of the Four Seasons at Historic Virginia (FSHVA) Homeowners Association opposes the funding of the Van Buren North, Project PWC-025 for the following reasons:

1. Road Planning

a. The Van Buren Road North has been on the PWC planning books since 1979. Since then, landowners have changed and the county approved several residential developments (FSHVA, Copper Mill Estates, Cardinal Grove) without considering the impact of a major 4-lane thoroughfare on these communities.

b. According to the project description, the project will "play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors". Where is the traffic study to show that this road would provide that easing of congestion? A vehicle driving south on I-95 would have to exit the highway at the Dale Blvd exit, turn on Bernita Fitzgerald Road, drive thru the community there, pass an elementary school at the intersection with Cardinal Drive, thru Cardinal Grove, behind the houses from FSHVA and Copper Mill, enter 234 and cut sharply across the road to reenter I-95. This route has several stop lights which – if not timed correctly – will increase the congestion on these backroads.

2. Community Impacts:

a. Traffic on Van Buren North would allow trucks to circumvent the truck stop on I-95 and increase the noise on all the communities along the road. We understand that neither the county nor the state plan to build sound walls which is unacceptable.

b. Route 234 is already congested during rush hour due to an ever-increasing number of stop lights and residents of our community are unable to enter 234 due to lanes blocked.

c. The project description does not indicate a speed limit which will mean trucks will barrel down the road.

d. A major 4-lane road will encourage commercial development on land parcels which are currently landlocked. These parcels are zoned for 'light commercial'. It will not only increase the noise level but pose a security risk for our community providing a 'back entrance' into our gated community.

e. Many of our residents paid a premium price to have a house built adjoining forested areas. Our property values will decrease which will have an impact on PWC's tax base.

f. The road construction will require cutting down many of our mature trees and will cut off our nature trail since the road will intersect with the trail. We will lose critical habitat essential to the native wildlife and environmentally sensitive areas.

g. The currently proposed county road layout raises the height of the road 10 to 15 feet above our homes. Traffic will be highly visible from the impacted homes and decrease the air quality around our community.
<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Zip Code</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/23/2020 11:14:52</td>
<td>Mr. John Parez</td>
<td>22025</td>
<td>I strongly oppose the allocation of any funding for the Van Buren Road extension proposal. My wife and I have lived in the Four Seasons community since 2004. We already have significant noise and air pollution coming from I-95 and VA Route 234. Fortunately, there is a natural buffer of trees to attenuate some of those impacts. However, removing the trees and adding another major thoroughfare adjacent to our eastern perimeter will exacerbate the adverse impacts on Four Seasons as well as adjacent communities and the environment as a whole. Safety and security will be compromised, home values reduced and quality of life degraded. For these reasons, I request your support in rejecting this proposed project.</td>
</tr>
<tr>
<td>5/23/2020 12:15:50</td>
<td>Mr. Steven Simko</td>
<td>22025</td>
<td>Van Buren Road project is an unnecessary expense. We can access Cardinal Dr. through Montclair with no problem.</td>
</tr>
<tr>
<td>5/23/2020 13:01:11</td>
<td>None Tom Michaelman</td>
<td>22025</td>
<td>Why, with the economy in shambles, would we contemplate building Van Buren Road ext.?</td>
</tr>
<tr>
<td>5/23/2020 13:05:26</td>
<td>Mr. John Greco</td>
<td>22025</td>
<td>I oppose the funding of Van Buren Road North, Project PWC-025. As a resident of the Four Seasons community, this road will cause a significant drop in our homeowner property values, increase noise and air pollution on our homes, compromise our gated community security, and cut off a portion of our environmentally protected open space and nature trail. The county has provided no justification for building this road other than we've wanted to build it for 40 years. I find it hard to believe it will reduce person travel hours of delay when all it does is connect to Dumfries Rd (Rt 234) which is already overly congested during rush hours in both directions between Rt 1 to the east and Country Club drive to the west. I see no improvement in travel times for northbound folks on I-95 and Rt 1. And I oppose improving travel north south for these folks as most are not PWC residents, but from counties to the south. Why should my communities quality of life be sacrificed for these non-local commuters to reduce their travel time. As for southbound commuters, they will definitely add to the already significant congestion on Dumfries Road. If heading south on I-95 or Rt 1 to continue south, I see gridlock for vehicles trying to negotiate getting from Van Buren Rd North to I-95 or Rt 1 south. And the same applies for anyone heading west on Dumfries Rd with five traffic lights to negotiate (counting a new one at Talon Drive for Quantico Center (Barricks Row) development). During evening rush hour, the traffic on Dumfries Road at Four Seasons Dr is so heavy, they block the road and our residents can't exit on a green light. As it is right now, the only folks that might consider using Van Buren Rd North, that get off of I-95 at exits north of Dumfries Rd are folks that live west of I-95. They head west on the Parkway or Dale Blvd and some go south to Cardinal Dr. For the close-in folks, they further disperse on Minnieville or Waterway. These roads provide excellent dispersion patterns going west and south. Suggesting that much of this traffic would be better served by Van Buren Rd North doesn't seem logical in light of the significant congestion already on Dumfries Rd. Finally, the improvements ongoing and planned for Rt 1 throughout PWC will significantly improve the north-south flow of traffic. I submit, building Van Buren Road North should not be approved.</td>
</tr>
<tr>
<td>5/23/2020 13:23:17</td>
<td>Ms. Jo Lynn Arnold</td>
<td>22025</td>
<td>Please do not fund the Van Buren Rd extension. It was proposed 40 years ago when the adjacent property was zoned business. It has since been filled in by residential development which would be greatly harmed by removal of old growth trees and heavy truck traffic literally in some backyards. Please just visit the proposed site and you will understand.</td>
</tr>
<tr>
<td>5/23/2020 13:36:40</td>
<td>Dr Fran DuRocher</td>
<td>22025</td>
<td>Please invest in Route 1 in Dumfries</td>
</tr>
<tr>
<td>5/23/2020 13:38:52</td>
<td>Ms Sigrid Moser</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 13:54:30</td>
<td>Mr. Richard Underwood</td>
<td>22025</td>
<td>Please do not fund the Van Buren Rd extension. It was proposed 40 years ago when the adjacent property was zoned business. It has since been filled in by residential development which would be greatly harmed by removal of old growth trees and heavy truck traffic literally in some backyards. Please just visit the proposed site and you will understand.</td>
</tr>
<tr>
<td>5/23/2020 13:58:08</td>
<td>Mr. and Mrs. William and Lorraine Thomas</td>
<td>22025</td>
<td>PWC-025 will have a tremendous impact on safety and our home values. This bypass, a duplication of I-95 and Route 1, will attract and allow heavy volumes of commercial traffic too close to our residential homes. We at Four Seasons have greatly incurred addition safety issues with the upgrade to Route 234. This project will add to our already existing problems. The funding of $8 million for this project at this time is not the best use of limited funds. Due to the current coronavirus pandemic, Prince William County will find difficulty is the new normal as it may impact the collecting of taxes from unemployed residents. The funds, if available, should be spent to fund changes needed in the County to ensure safety to all residents in our area.</td>
</tr>
<tr>
<td>5/23/2020 14:12:07</td>
<td>Ms Debra Gutierrez</td>
<td>22025</td>
<td>Please invest in Route 1 in Dumfries</td>
</tr>
<tr>
<td>5/23/2020 14:24:50</td>
<td>Mr. and Mrs. David Lavine</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Zip Code</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 14:42:41</td>
<td>Mrs Helen Franchois</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 14:54:06</td>
<td>Mr Ben Williams</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 15:05:07</td>
<td>Ms Donna Sherwood</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 15:20:43</td>
<td>Mrs Mona Phillips</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 15:33:38</td>
<td>7055906631 Foster Fountain, Jr</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 15:55:36</td>
<td>Mr. Terry Jones</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:02:17</td>
<td>Mr Johnny Fagler</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:08:24</td>
<td>Mr. Dennis Bartlett</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:09:53</td>
<td>Mr. William May</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:16:26</td>
<td>Ms Joyce Rath</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:27:26</td>
<td>7035058139 Mary (Pat) Hanrahan</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:32:51</td>
<td>Mrs Judy Dota</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:34:34</td>
<td>Ms Donella Gibson</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 16:34:45</td>
<td>7038785027 Mary Mahler</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 17:19:39</td>
<td>Ms Ching Lee</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 17:43:55</td>
<td>Mr. William Shilton</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 17:54:19</td>
<td>Mrs Adrienne Fagler</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/23/2020 18:05:37</td>
<td>Mrs Teresa Carlson</td>
<td>22025</td>
<td></td>
</tr>
</tbody>
</table>

First of all, with the Covid-19 long-term ramifications still unknown, I think the county and state should hold off on major expenditures until the pandemic is definitely over and we have a better idea of what and where emergency funds might be needed. However, I don’t argue that when people are working and/or traveling, traffic in the area is terrible and needs to be alleviated where possible. But I think extending Van Buren Road into a four-lane highway from Rt 234 to Cardinal Drive is a terrible idea. It would have a very negative impact on the residents of three communities. The loss of mature trees and other, unknown environmental factors would haunt us for many years to come. I know that often the minority has to make sacrifices for the good of the majority, but in this case, I don’t see enough benefit to warrant the cost and disruption for this many people.

Project would defeat my objective of Peace and Tranquility as a home owner at 3780 Russel Maple Court in the Four Seasons Senior Citizen Development (Since August 2005). The anticipated Traffic congestion, Noise and Commercial activity would seriously Denigrate my objective. Please Do Not Approve.

Do not spend money on any Van Buren Road extension or planning for it that does not protect the HOA Nature Trail in Four Seasons at Historic Virginia. That HOA maintained, asphalt trail is a valuable asset in the Four Seasons community and is used regularly by many of its residents.

Please do not fund anything for Van Buren Rd it will greatly effect my neighborhood 4 Seasons.

There are residential communities and wetlands that would be impacted by the Van Buren road extension. It makes more sense to widen Route 1 through Dumfries.

I am opposed to the Van Burin road project. It will disrupt the Quality of life in three communities. It will negatively impact the environment, eventually allow trucks to bypass the scales on I95, be a safety hazard for seniors in Four Seasons as well as the other affected communities, will result in the noise level exceeding safe levels. Further our tax monies could be better spent on other projects.

I have been residing in Dumfries for 12 years, here to request your reconsideration vote against the Van Buren Road project in Dumfries, which is part of the NVTA 2021 funding for design, engineering, environment assessment.

The potential impacts to Dumfries Road by the Van Buren Road project are many, the one mostly takes to my heart is it would worsen the traffic flow that currently exist.

More traffic, possible trucks coming through on Dumfries Road, making the already jammed traffics, to and from, the exit 152 and route 1 worse during rush hours on weekdays. So I am oppose the project until a plan which could improve Dumfries Road’s capacity to take on increased traffic flow first.

Thanks again for your reconsideration to vote against the project from the funding.
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Name</th>
<th>Phone</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/23/2020 18:16:25</td>
<td>Captain David Nelson</td>
<td>22025</td>
<td>It saddens me to see the Four Seasons community threatened by extending Van Buren road. I have lived in this area for 30 years and spent a good bit of time commuting on 95 so I appreciate efforts to make everyone’s life a little easier on 95. That said, this project would produce a four lane, heavily traveled road within yards of our eastern boarder and significantly impact our quality of life. Those of you who don’t live here can not appreciate the negative impact this project will have on Four Seasons. All for a cut through that will probably not provide much, if any, relief to 95 travelers. Most residents in Four Seasons, many who spent their adult lives in service to our country were looking forward to a quiet, safe place to spend their golden years. This project will clearly jeopardize that and it is not right. Sincerely, David J. Nelson Captain, U. S. Navy (retired)</td>
</tr>
<tr>
<td>5/23/2020 18:45:31</td>
<td>Mrs. Sarah Sare</td>
<td>22025</td>
<td>I think effort should go to public transportation not increasing roads. Especially true in subdivisions.</td>
</tr>
<tr>
<td>5/23/2020 18:47:34</td>
<td>Mrs Carolyn Nelson</td>
<td>22025</td>
<td>Vote NO to the extension of Van Buren Rd from Cardinal Dr to Rt. 234! This would be a disaster for my community of Four Seasons. We already live with the constant roar of traffic 24/7 on I95. Add to this a parallel 4-lane road between I95 and Four Seasons, and the noise would be unbearable! Thousands of trees, which currently act as a noise buffer between us and I95, would be torn out. We have a beautiful nature trail within our community which would be totally disrupted. This doesn’t begin to account for the economic impact it would have on the 800 homes within our 55 &amp; older community. We didn’t move here to add more noise to our lives! This road will have a significant negative impact on our community in general, and more specifically on our property values, quiet enjoyment, nature trail, and community security. Please VOTE NO!!</td>
</tr>
<tr>
<td>5/23/2020 18:56:59</td>
<td>Mrs. Christine Clough</td>
<td>22025-1870</td>
<td>I am a resident of Four Seasons. Do not fund the Van Buren Road extension. It is claimed that the road is needed to relieve traffic congestion on Rte. 1, however the county is also considering locating a casino on Rte. 1 in Dumfries, which will bring a lot more traffic to the area. This does not make sense. The Four Seasons community will suffer the most from the impact of a Van Buren Road extension, which will be very noisy due to the warehouses and resulting truck traffic that is planned there and run right through our nature area. It will run practically in some residents’ backyards and will significantly lower home values in our community. I am in favor of widening Rte. 1, but not the Van Buren extension.</td>
</tr>
<tr>
<td>5/23/2020 19:12:44</td>
<td>Mr. Keith Donaldson</td>
<td>22025</td>
<td>I oppose the Van Buren Road extension project. As a resident of Four Seasons HOA I frequently use a quiet and serene nature trail that would be bisected by the proposed project. It also goes through a wonderfully forested area that serves as a natural noise buffer for residents of our neighborhood. We already hear the noise of trucks on Interstate 95 and this project would only exacerbate the problem. Although the Board of Directors and other leaders of our HOA have made their serious objections known about this project, their relatively few voices are representative of a much larger number of the 800 homeowners in our community who oppose the use of scarce public funds for this project. Higher ranked projects should be funded!</td>
</tr>
<tr>
<td>5/23/2020 19:29:10</td>
<td>7035058139 Mary (Pat) Hannahan</td>
<td>22025</td>
<td>Given the current corona virus situation and its impact on travel, especially for work, is it wise to use money for transportation projects that may change drastically if telecommuting becomes a significant part of the new normal and traffic needs change as a result?</td>
</tr>
<tr>
<td>5/23/2020 19:55:00</td>
<td>Ms. Joyce Jones</td>
<td>22025</td>
<td>Do not contemplate spending money on Van Duren Road until the Virus is fully under control.</td>
</tr>
<tr>
<td>5/23/2020 20:40:07</td>
<td>Mrs. Patricia Grendysz</td>
<td>22025-3620</td>
<td>We would like raise our objection to NVTA funding the Van Buren Road Project under the following application link <a href="https://thenovaauthority.org/wp-content/uploads/2019/12/PWC-025.pdf">https://thenovaauthority.org/wp-content/uploads/2019/12/PWC-025.pdf</a>. The continuation of Van Buren Road from Cardinal Drive to RT 234 is only going to exacerbate an already congested traffic situation that exists, especially during rush hour, due to southbound I-95 travelers exiting onto RT 234 toward Manassas to connect with the existing Van Buren Road to by-pass the frequent congestion on I-95 and RT-1. Those southbound travelers inclined to add to this already ongoing by-pass effort by taking the earlier opportunity to get on the Van Buren Road extension that would result from funding and completing the subject project will increase considerably the numbers of vehicles already competing for the very limited southbound road access at the existing Van Buren Road and RT 234 intersection. That intersection already services a very busy array of businesses bordering both sides of RT 234, including a shopping center which can only be accessed off the current Van Buren Road. Also, those vehicles bypassing the businesses and continuing on the existing Van Buren Road wind up going through the small and historic Town of Dumfries adding to their congestion and infrastructure challenges including an already frequently congested section of RT-1 that runs through the town’s business center. The funding of the continuation of Van Buren Road from Cardinal Drive to RT 234 will only add to an already bad traffic situation that we and others now face in our daily travels.</td>
</tr>
<tr>
<td>5/23/2020 21:24:06</td>
<td>703-670-0158 Arthur Gregg</td>
<td>22025</td>
<td>We would like raise our objection to NVTA funding the Van Buren Road Project under the following application link <a href="https://thenovaauthority.org/wp-content/uploads/2019/12/PWC-025.pdf">https://thenovaauthority.org/wp-content/uploads/2019/12/PWC-025.pdf</a>. The continuation of Van Buren Road from Cardinal Drive to RT 234 is only going to exacerbate an already congested traffic situation that exists, especially during rush hour, due to southbound I-95 travelers exiting onto RT 234 toward Manassas to connect with the existing Van Buren Road to by-pass the frequent congestion on I-95 and RT-1. Those southbound travelers inclined to add to this already ongoing by-pass effort by taking the earlier opportunity to get on the Van Buren Road extension that would result from funding and completing the subject project will increase considerably the numbers of vehicles already competing for the very limited southbound road access at the existing Van Buren Road and RT 234 intersection. That intersection already services a very busy array of businesses bordering both sides of RT 234, including a shopping center which can only be accessed off the current Van Buren Road. Also, those vehicles bypassing the businesses and continuing on the existing Van Buren Road wind up going through the small and historic Town of Dumfries adding to their congestion and infrastructure challenges including an already frequently congested section of RT-1 that runs through the town’s business center. The funding of the continuation of Van Buren Road from Cardinal Drive to RT 234 will only add to an already bad traffic situation that we and others now face in our daily travels.</td>
</tr>
<tr>
<td>Date</td>
<td>Name</td>
<td>Zip Code</td>
<td>Comment</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------</td>
<td>----------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>703 Brooks Terry</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Mrs Lucille Selfridge</td>
<td>22025</td>
<td>I am a concerned resident of Four Seasons and much prefer the widening of Rt 1 to the extension of Van Buren Rd which would have a negative impact on our senior community.</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Ms. Dorothy Key</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Colonel (Ret) Stephen Mires</td>
<td>22025</td>
<td>The Van Buren road extension is an ill-advised project for many reasons. It will add to the noise pollution and be ecologically detrimental to the environment. The destruction of irreplaceable woods and the natural habitats of our wildlife and the possibility of Environmental pollution outweigh any possible benefits of this project.</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Mrs Angela Anderson</td>
<td>22025</td>
<td>Do not build Van Buren Rd. These woods should be sanctioned as wildlife reservoir. An environmentalist group has to evaluate the woodlands, streams that are within the proposed construction site. It will destroy habitat of many animals and will heavily impact the citizens/homes of Four Seasons and Cooper Mills. Safety and well being within the gated community is of concern by proposing an industrial park to be build with the Van Buren road extension. The extension of Rt 1 in Dumfries/Woodbridge is the answer.</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Mr. John Jackson</td>
<td>22025</td>
<td>The area around Van Buren road and VA 234 has seen a steady loss of natural habitat and greenspace in recent years. Please take the time to develop and adopt a comprehensive greenspace and habitat rule or plan that would be used for all future development to assure the preservation of the remaining natural habitat.</td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Ms Joyce Rath</td>
<td>22025</td>
<td></td>
</tr>
<tr>
<td>5/24/2020</td>
<td>Mr Harold Runge</td>
<td>22025</td>
<td>Van Buren Road would negatively affect three communities – Cardinal Grove, Four Seasons and Copper Mill Estates. It would be a very short road that would parallel and be next to I 95. It would open up current land with 80-100 foot old growth trees to clear cutting, loss of that natural sound barrier, loss of wildlife, building light industry and effect the safety and security of 3 communities. Highways, warehouses and 18 wheelers do not belong next to residences. It would also destroy part of a nature trail. The Intersection at Van Buren Road and Route 234 are not adequate to handle current traffic on 234. A four lane road would only increase the road noise that we currently hear from I95 and increase the traffic on Route 234.</td>
</tr>
<tr>
<td>5/25/2020</td>
<td>Mr Patrick Wheatley</td>
<td>22079</td>
<td></td>
</tr>
<tr>
<td>5/25/2020</td>
<td>Ms Christina Lundeen</td>
<td>22025-1870</td>
<td></td>
</tr>
</tbody>
</table>