

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2022-2027 Six Year Program: Public Comments

6/2/2022

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1	4/17/2022	Email	George Dryden	ARL-021	Please accept this note of my strong support of funding for construction of a west entrance to the Ballston Metro Station, which would be a tremendous improvement to the health, safety, and 'walkability' of the neighborhood. A Ballston western entrance has been promised since long before I moved to the neighborhood over 25 years ago. And it is becoming an increasingly essential improvement as residential density increases. I can think of no better project. Thank you for your positive consideration and support of funding for the Ballston Metro western entrance project.	Support	
2	4/18/2022	Website	Daniel Gallagher	FFX-124	I support both the Connector Buses (8 New) – Fairfax Connector Buses for Tysons to Franconia Service and Soapstone Drive Extension projects. Investing in public transportation that does not use fossil fuels is a necessary part of transitioning to clean energy. Using electric vehicles also improves air quality. Emissions from ICE vehicles are especially harmful to brain development in children. The Soapstone Drive Extension will improve bike access in Reston. Biking for transportation and recreation is popular in Reston and is also good for the environment.	Support	20191
3	4/18/2022	Website	Daniel Gallagher	FFX-121	See comment #2	Support	20191
4	4/19/2022	Email	Christian Chandler	ARL-021	As a metro rider that frequently uses Ballston station and a resident of Arlington county, I fully support the proposal to add a new, additional entrance to the Ballston metro station (both for convenience and safety). I hope this project goes forward.	Support	
5	4/19/2022	Website	Samuel Nugent	ALX-018	I am in support of the City of Alexandria's two proposals and am pleased to see that they support the lower-income, higher-density side of the city, many who rely on bicycle and public transportation.	Support	22304
6	4/19/2022	Website	Samuel Nugent	ALX-020	See comment #5	Support	22304
7	4/19/2022	Email	Vick Fisher	ARL-021	I'm writing in support of an NVTA grant supporting construction of the West Entrance to Ballston Metro. My wife has been walking to that metro stop for twenty years, and the intersection of Glebe and Wilson has always been dangerous. Especially at night when it's raining, and any rush hour. Drivers turning left from Wilson to Glebe are the most dangerous, as they're rushing to get across Wilson and often don't notice the pedestrians.	Support	22205
8	4/19/2022	Email	Monique G.	Other	Please, no more toll roads! People are trying to survive!	Other	
9	4/19/2022	Website	David Cooper	FFX-124	I was a frequent Fairfax Connector rider before the pandemic and hope to get back to that soon. As such, I'd like to voice my overwhelming support for electrification of the Fairfax Connector fleet. I think it's important that any replacement buses in the future be electric.	Support	20194
10	4/19/2022	Website	Shahid Raja	PWC-030	I support both projects	Support	22193
11	4/19/2022	Website	Shahid Raja	PWC-031	See comment #10	Support	22193
12	4/19/2022	Email	Marshall Koch	ARL-021	I would like to express my support of the Ballston West Entrance project	Support	
13	4/19/2022	Email	Julie Rosenberg	ARL-021	Please open the west entrance to Ballston metro station	Support	22203
14	4/20/2022	Email	William May	PWC-027	I am against funding \$82,000,000 or more on the Van Buren Road extension because. <ul style="list-style-type: none"> • It would dead end on Route 234 - there is no way to extend it further south - an unneeded road going nowhere • It would greatly increase traffic at the Van Buren Road/Route 234 intersection, one already backed up in the morning and evening • It would make worse the traffic increase that will be caused by Rosies Gaming Emporium opening in 2023 • It would damage existing wildlife • It would create too much noise for communities already bordering the proposed extension • The cost will greatly increase due to our current high inflation rate • The \$82,000,000 would be better used on other important PWC road projects 	Oppose	22025
15	4/20/2022	Website	Joshua Karicher	Other	All plans for this road should be stopped and reexamined. Independent hill has multiple residential and schools on the 234 road. A alternative road should be built to bypass this area completely before any expansion in the area. There is a high school built directly off this road with no sidewalks or safe passageways for students. Industrial traffic is already excessive. Speeding and running lights by tractor trailers is already a common thing. I fear more expansion in this area of this type will just endanger people's lives more.	Other	20112

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16	4/20/2022	Email	Katherine Heermann	PWC-027	I think you are inviting a traffic nightmare of congestion and safety into this already problematic area of Rte 234, Rte 1 and I-95. Yes, there are certain times when it is worst than other times. Have that cup of coffee outside at Montclair Restaurant when I-95 South/North is a parking lot. Drivers from Rte 66 take Rte 234 to get to I-95, and of course they use it to get back to Rte 66, especially trucks. You are widening Rte 1 for among other reasons because of the casino and the projected increase in over 1000 cars per day. Van Buren will be a short cut for many people. There are already numerous popular eatery establishments that take folks off I-95 to transverse around this area, along with gas stations. There are two retail strips opening up just North of Van Buren. One is just about ready, the other clear cut. We live just North of Van Buren in 4 Seasons, an 801 home 55+ community. Cars and tractor trailer trucks go through the yellow/red light at the end of our roadway and Rte 234 regularly. I will not elaborate on more concerns as you have faced this problem before as the building and traffic in this area you are already very much aware of.	Oppose	22025
17	4/20/2022	Website	Daniel Grey	ARL-021	\$150 million for the Ballston metro second entrance, including \$80 million in this proposal, is an outrageous use of taxpayer funds. It is unfathomable that building a second entrance could cost this much, and if it truly does, there are so many better uses for these funds. If improved access to the Ballston is really what's needed, I'd like to see it done in a better, more efficient way. Look at smaller entrances with just a staircase instead of escalators. Look at going to the other west side of Glebe road. Most efficiently, allow a private developer to build an otherwise not allowed height development, say 30-40 stories, if they build a building that includes the full construction cost of the second metro entrance, and better yet if they include a direct connection from the building. Even creative ideas like building a moving sidewalk like you would see at an airport on the wide sidewalk of Fairfax Drive from where the entrance would be to the current entrance would be so much more efficient. Spend the \$150 million on extra metro car purchases, as more frequency and 8-car trains would be more beneficial to Ballston than this project. I know it's so much more complex than this, but a hole in the ground to existing infrastructure shouldn't cost \$150 million.	Oppose	22201
18	4/20/2022	Email	Roberta L Yourtee	PWC-027	As a resident of Four Seasons at Historic Virginia, a 55 and older community I am strongly opposed to this project and its impact on our community of 800+ homes. As a recent shopping center and church are in the final stages of completion on 234 this extension of Van Buren Road would dramatically increase the already heavy traffic on 234. The entrance to our development which is on 234 is already the cause of accidents due to people running redlights on 234. I urge you to please not fund this Van Buren Road extension. The environmental impact and quality of life will have a negative impact on the lives of all residents here in the 234 corridor of Dumfries. I urge you respectfully to not fund this project and consider the toll it would take on our neighborhood.	Oppose	22025
19	4/20/2022	Email	Weston Kopko	MAN-002	As it has already been identified, the access from Liberia Ave to NB 28 is quite an issue. There are regularly ½ mile+ backups that result of the chokepoint by the intersection of these two roads. I'm sure there is a design curated already, but I will offer my 2 cents. Attached is a marked-up satellite view of a proposed solution. I believe this would fall well under the budget of almost \$9 million: <ul style="list-style-type: none"> •Relocation of 2 sections of sidewalk totaling 300 LF (4' sidewalk) •Approximately 360 LF (assuming 10' lanes) of new pavement •Restriping a new lane and addition of directional arrows •Removal of a painted gore area •Relocation of (2) existing storm drain inlets •Adjustment of existing ductbank in sidewalk Please take a look at my comments here, it is much appreciated.	Other	
20	4/20/2022	Email	Mark E. Brender	ARL-021	Greetings. I purchased a townhome in the Ballston area between the Vermont and Tazwell Sts a long time ago (1982) and have been patiently waiting for an eventual western entrance to the Ballston Metro. I recall back in the 90's people were talking about it. I would cut my metro commute and be a safer commute. I believe now the time has come for monies to be appropriated for a western entrance. The Ballston area has matured to the point where the county would be remiss in not starting construction. Such an entrance has my whole-hearted support.	Support	22203
21	4/20/2022	Email	John Taylor	Other	Since the majority of NOVA population is Democrats/liberal they should be forced to use public transportation. Enough money has been spent in that part of the state. It's time to repair/build roads in other parts of the commonwealth	Other	
22	4/20/2022	Email	Kim Doermann	Other	My suggestion is to construct another bridge across the Potomac River from Loudoun County Va to Maryland just north of Leesburg. This will divert traffic from having to take route 66 east to 495 north to 270 to Maryland.	Other	

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23	4/20/2022	Email	C Millin	Other	<p>I believe it's definitely not a one resolution problem. There's too many people and not enough roads. The majority travels into the city /DC for work. More government buildings should move out of DC and come just right over the bridge to NOVA. That would make a huge difference.</p> <p>From NOVA there's only 2 or 3 ways to get into the city by car. There should be 1 or 2 more bridges that connect right into DC. There needs to be more metro stops to the NOVA areas. For example, I live in the Barcroft/S Four Mile Run Dr area, and there are no metro stops within reasonable walking distance. There are a lot of government workers and others in my neighborhood who need a closer metro.</p> <p>This may seem far fetched, but what about cable rides. You see them a lot overseas. It would be very ideal to step into one and be transported across/into the city while freeing up roads that there aren't enough of already. I believe I read a while back in CA they were testing Uber flights to commute. Have more Ferry boat stops from the 14th St Bridge or from other areas of water that can transport people to and from DC. You have metrorail that crosses the Potomac, so have more ferry boat rides. The ones already existing don't really cover the areas needed... for example from Old Town to Natl Harbor. That's a weekend thing to do. NY does it already and tons of ppl take it everyday from NJ to work in NY. Pretty much the same here in NOVA to DC commuters. More roads will only bring more cars and we have to get creative to eliminate the congestion. More roads = more cars. This isn't the answer.</p>	Other	
24	4/20/2022	Website	Krystal Cain	Other	More public transportation in prince william county I.e. metro line to Woodbridge	Other	22193
25	4/21/2022	Website	Thomas Esquina	PWC-027	The proposed Van Buren Rd (VBR) project will go directly through the middle of Cardinal Grove Community, the entire eastern side of the retirement community of Four Seasons and by Copper Mill Estates. These communities all approved by the county including Fannie Fitzgerald school built on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr. All those school children, parents and buses will be negatively impacted by VBR. Yet the county allowed these residential communities and the school to be built. VBR will destroy large, old growth trees, wildlife habitats and wetlands. It will increase noise and air pollution from VBR and the adjacent I95. It will bring commercial development and semi truck traffic. It will increase traffic on Cardinal Drive and Rt 234, a heavily traveled roads. It will decrease the safety and security of each community and the residents of all ages. Many of the parcels of land are zoned commercial (M-2) and are only 40 feet from people's residences. Offices, data center, warehouses, industrial park are some of things we have heard or seen on maps of the area. Rosie's Casino will be opening early 2023 with projected traffic increases on RT 234/Dumfries Road. The county told us years ago that the road was needed to relieve traffic on I95 and Route 1, this is no longer the case. I95 has added express lanes, widened the regular lanes from Occoquan to Quantico. Also the widening of Route 1 from Woodbridge to Quantico is funded and well underway. Please lets save the quality of life for these PWC citizens.	Oppose	22025
26	4/21/2022	Email	Gretchen May	PWC-027	Are you completely NUTS- \$80 MILLION for the road to NOWHERE! Please do NOT squander our money on nothing. Thanks for listening.	Oppose	22025
27	4/21/2022	Website	Jasper Edwards	FFX-126	Widening the Fairfax County Parkway is a terrible idea. To claim that this will reduce emissions is blatantly false. Such actions will only further induce driving, causing increase VMT and increased transportation emissions. I urge the NVTA to strongly reconsider funding this highway expansion, and to instead push funds into projects that will truly reduce emissions	Oppose	20120
28	4/21/2022	Email	Jody M. Harrington	ARL-021	<p>I write again 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 my home 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.</p> <p>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. 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.</p>	Support	22203

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29	4/21/2022	Website	Richard Underwood	PWC-027	Please do not fund the Van Buren Buren Rd. It is an interstate truck corridor posing as a traffic reliever for Waterway. It provides a bypass for the weigh station. Interstate trucks cannot be prohibited because VBR will open up commercial property that will be served by them. Can you image 18 wheelers roaring between the backyards of Cardinal Grove or clear cutting the old growth trees that shield Four Seasons from I95 ? Ditch the trucks and keep the trees. VBR is not a viable option and has been rejected since 1972.	Oppose	22025
30	4/21/2022	Email	Richard & Mary McKee	PWC-027	Dear Madame Suvpervisor Bailey; Our county does not need to spend this outrageous amount of money on the Van Buren Road Project. We live in Four Seasons of Historic Virginia & would not like this project to continue. It will affect the future of our development, decrease the value of our homes, increase in truck traffic and increase noise. Please consider vetoing this project.	Oppose	22025
31	4/21/2022	Email	Myrna Levinstein	PWC-027	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 residentially zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their developments. It is my understanding that this project could attract trucks that want to bypass the weigh station on the interstate. It would increase traffic to the area and bring dangerous vehicles into residential neighborhoods. 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 safe. 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. The State of Virginia rejected this project last year. Why are the local politicians pursuing it when it was deemed unnecessary and harmful? Why would they continue to push this ridiculously expensive proposition that will harm thousands of their tax paying citizens while benefiting a few individuals? I would suggest a corruption inquiry is in order.	Oppose	
32	4/22/2022	Email	Andy Young	CFC-008	I am writing to voice my support for the North Washington Street Multimodal Improvements project (CFC-008) which has applied for one of your grants this year. This proposed project is a significant opportunity to better connect the East Falls Church Metro station to downtown Falls Church, and reduce our community's dependence on cars and the associated congestion through investments in pedestrian and bicycle access and safety. I hope you'll support this proposed project - thanks in advance for your consideration	Support	22046
33	4/22/2022	Email	Robert Highsmith	PWC-027	I am writing in opposition to NVTA's funding of VBR North. Although the road has been on PWC's long range plan for several decades, the rationale for it (originally, reduced traffic congestion) has changed dramatically. Improvements on Minneville Rd., Route 1, I 95 and the addition of its express lanes have mitigated most of the conditions supporting the original rationale. PWC has allowed many residential communities and schools to be built in the meantime, making VBR N today threatening in ways that didn't exist when the road was originally proposed. Building the road will incentivize businesses to locate along it, adding traffic noise and other forms of pollution not accounted for by the NEPA study, which focused only on the impacts of the road. Security for the elderly residents in Four Seasons, many of them single women, will feel threatened due to the fact that burglars and others will have easy access to the entire east side of the community for which no gates exist to protect them like those built on the west side to protect them. All of this can be expected to negatively affect property values in Four Seasons and all the other communities surrounding VBR N. Montclair residents who support VBR N because of hoped-for reductions in traffic on Waterway Dr., the major corridor through their community, bear a substantial part of the responsibility for the greater traffic due to the fact that they chose to eliminate gates into their community several years ago to secure PWC funded upkeep of their roads rather than assess their residents to cover the costs. Other neighborhoods that have chosen to assess their residents for this purpose shouldn't have to bear the consequences VBR N will pose for them because of a self-serving decision by another community.	Oppose	22025
34	4/22/2022	Website	Jonathan Blake	FFX-124	This should not be a priority for funding whatsoever. It seems like both Connector and Metrobus are buying new buses every 4 years for a service that is extremely underutilized. It doesn't matter how "green" your bus fleet is if no one uses them. We should be focused on making public transportation a more viable option in Fairfax County before spending money on new buses. Use this funding for establishing rapid transit options	Oppose	22003
35	4/22/2022	Website	Jonathan Blake	FFX-126	See comment #34	Oppose	22003

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
36	4/22/2022	Website	Jonathan Blake	FFX-128	See comment #34	Support	22003
37	4/22/2022	Email	S. Zachary Yellin	ARL-021	I am writing in support of a new entrance to the Ballston Metro. As someone with a disability safe evacuation in emergency situations is important to me.	Support	
38	4/22/2022	Email	Sheila Billingsley	ARL-021	The growth around the Ballston area warrant a new entrance to the Ballston Metro.	Support	
39	4/22/2022	Website	Brendan McCann	Other	High speed rail, or direct rail option in a straight line to DC, not veering off along 495 to Alexandria. Additionally, better investment in rail. Having trains move at a snails pace due to heat/cold is not a viable, reliable, faster option. Not having HOT lanes in both directions on 95 was a gross oversight. Traffic is typically backed up in the opposite flow direction	Other	20112
40	4/22/2022	Website	Fetra Ramiandrisoa	FFX-124	Electric buses are a great proposal to help combat climate change, especially since it is very cheap compared to the other project proposals. This should be a top priority, and hopefully we can get even more electric buses in NOVA quickly	Support	22003
41	4/22/2022	Website	Fetra Ramiandrisoa	FFX-125	See comment #40	Support	22003
42	4/22/2022	Email	Ingrid Swenson	ARL-021	I am writing to express my support to create a second entrance to the Ballston metro station. This would help commuters like me, coming from the eastern side of the metro station. Additionally a second entrance would relieve the congestion the station experiences with so many commuters going in/out at the same time during rush hours, and also would be more safe to have a alternate way out of the station.	Support	
43	4/22/2022	Website	Linda Lawrence	PWC-027	The Van Buren road project is an expensive, unnecessary, destructive boondoggle. Mixing areas zoned residential with industrial zoned functions is not a good idea. Trucks will have an opportunity to evade the truck weigh station on the highway by driving through residential areas. The developments devastated by this project will lose their safety, security and housing value. Tax revenues will decline. The already threatened environment would be adversely affected. Air pollution is high due to Interstate 95 and Route 234. It would increase exponentially when the millions of trees are killed to make way for this road. The noise buffer the trees provide would also be gone. Thousands of birds and animals will die when their habitat is destroyed. The Prince William County government is working to benefit 3 individuals to the detriment of thousands of their decent, tax paying citizens. I don't know why they are doing this, but I have my suspicions. The 80 million tax dollars they are requesting from you can be better spent on projects that will benefit Virginia residents, instead of harming them.	Oppose	22025
44	4/22/2022	Email	Ken Eggers	PWC-027	Summit School Road Extension and Telegraph Road Widening - Should be designed as a bowtie so as to allow traffic to flow uninterrupted on PW Parkway. Prince William Parkway at Old Bridge Road - Should be designed as a bowtie so as to allow traffic to flow uninterrupted on PW Parkway. Van Buren North Extension - ends on Cardinal Drive and Hwy 234 should be designed as a bowtie so as to allow traffic to flow uninterrupted on both Cardinal Drive and Hwy 234.	Other	
45	4/22/2022	Website	Fetra Ramiandrisoa	FFX-119	Very good proposal. Shortening road travel times for cars/buses while also improving pedestrian/bicyclist infrastructure is ideal.	Support	22003
46	4/22/2022	Email	James Brooks	ARL-021	I want to express my support for the West Entrance to the Ballston metro! It would be closer to my house and the many residences in Bluenont. Also, it would be easier to evacuate the platform in case of an emergency. Please consider this project when prioritizing Arlington development! Thank you	Support	
47	4/22/2022	Website	Fetra Ramiandrisoa	FFX-128	Great Proposal. Public transit should be expanded. I also really like the additional construction of pedestrian/bicycle infrastructure.	Support	22003
48	4/23/2022	Website	Jonn Lau	ARL-021	Let's finish the design and build of the western entrance started over three years ago, and which were over a decade in the makings, and finish the western entrance to the Ballston Metro station. Finish the design plans and start the design-build procurement. As one of the only five proposed projects that will get people to use transit rather congestion-causing personal vehicles, I ask that it be funded this year. There is already pressure on the station and more is coming soon from The Rixey across the street from the station, Site Plan #447 at N. Vermont St and 11th St N, the Ballston campuses for George Washington University and Virginia Tech, and redevelopment of the Ballston Holiday Inn site.	Support	22205

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49	4/23/2022	Email	Robert Norris	PWC-030	I would like to tell you why this \$68 million project should never be funded by your agency. In 1999, the Caruthers Corp. received a rezoning from Prince William County to build Belmont Bay Town Center. That project included 1.5 million square feet of commercial office space along with about 1,500 residences, and a 500 room hotel/conference center. Had this project been completed as proposed, it would have required a Route 1 and Rt. 123 interchange for all those people working in Belmont Bay and residing here. In 23 years the 1.5 million square feet of commercial space has never been built and the most recent plan submitted by Caruthers Corp. to Prince William County in 2021 does not mention it. In addition, the hotel/conference center has never been built and it continues to be a pipe dream with the developer.. The Caruthers Corp. proposes building another only 1,200 homes on a portion of the golf course they abandoned several years ago. What this means is that this interchange would be a "bridge to nowhere." The museum, aquarium, commercial space, golf course, and hotel/conference center that would make Belmont Bay a "focal point" requiring this interchange will never be built. I strongly encourage you to strike this project from your list of potential projects and apply the funding elsewhere. The Prince William County Transportation folks should update their traffic studies if they think this interchange should be built. It is an extremely wasteful project. Many people living in Belmont Bay are against this interchange and you may receive additional emails from them about it.	Oppose	22191
50	4/23/2022	Website	Jeffrey Morman	FFX-126	These 4 projects have the highest CRRC and TransAction ratings and should therefore be funded first. Make them the top 4 priority projects for funding.	Support	22025
51	4/23/2022	Website	Jeffrey Morman	LDN-023	See comment #50	Support	22025
52	4/23/2022	Website	Jeffrey Morman	LDN-025	See comment #50	Support	22025
53	4/23/2022	Website	Jeffrey Morman	FFX-128	See comment #50	Support	22025
54	4/23/2022	Email	Aileen Carr & Tyrone Whitfield	ARL-021	We enthusiastically support contraction of a west entrance to ballston station! It would make metro access much more convenient for our family and neighbors. Many thanks for your consideration.	Support	22203
55	4/23/2022	Website	Fetra Ramiandrisoa	FFX-121	Great Proposal. I like the incorporation of multi modal connectivity, especially as someone who walks and takes public transit.	Support	22003
56	4/23/2022	Website	Fetra Ramiandrisoa	FFX-131	Great Proposal. I especially like the public transit, pedestrian and bicyclist infrastructure.	Support	22003
57	4/23/2022	Website	Fetra Ramiandrisoa	FFX-126	I don't really like this proposal. I would like this proposal to better explore opportunities to improve public transit, pedestrian, and bicyclist infrastructure. All future development proposals should take extra care in making major improvements to these areas.	Oppose	22003
58	4/23/2022	Website	Fetra Ramiandrisoa	ARL-021	Great proposal. I want to see this get done.	Support	22003
59	4/23/2022	Website	Fetra Ramiandrisoa	ALX-020	Great proposals. Bicyclist/pedestrian infrastructure is important and should be greatly expanded.	Support	22003
60	4/23/2022	Website	Fetra Ramiandrisoa	CFC-008	Great proposals. Bicyclist/pedestrian infrastructure is important and should be greatly expanded.	Support	22003
61	4/23/2022	Website	Fetra Ramiandrisoa	ALX-018	Great proposal that doesn't break the bank. All developments should take public transit into account.	Support	22003
62	4/23/2022	Website	Fetra Ramiandrisoa	LDN-023	Great, in-expensive proposal.	Support	22003
63	4/23/2022	Website	John Parez	PWC-027	I strongly oppose the allocation of any funding for the Van Buren Road North Extension Project. My wife and I have lived in the Four Seasons community since 2004. Since then, the noise and air pollution coming from I-95 and VA Route 234 has increased significantly. Fortunately, there is a natural buffer of trees to attenuate some of these 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 recommend the NVTa reject the County's funding request for this project.	Oppose	22025
64	4/23/2022	Email	Wendy Silverstrand	PWC-027	Please fund and construct the Van Buren road extension. We are in desperate need of alternative north/south routes in Woodbridge and Dumfries.	Support	
65	4/24/2022	Website	Jodi Friedman	Other	On 66 east at the beltway, cars ride up and clog the 2 left lanes and cut over to 495 less than an eight of a mile to exit on to 495. This is dangerous and jams up those of us going straight. Split the lanes with a jersey barrier a minimum of a mile prior to this exit.	Other	20111
66	4/24/2022	Email	Richard Hall	ARL-021	I would like to give my support for the west entrance to the Ballston Metro. This will allow for more people to walk to the Metro, eliminating the need to drive and park, reducing emissions and pollution in the area. It will also make it safer for kids walking to school and waiting for their buses. It also gives the restaurant and shops on that side of Ballston a better chance of surviving. I've seen a lot of great restaurants close on that side after only a year or so.	Support	22205
67	4/24/2022	Website	Brian Mah	Other	I would like to propose that there should be an above ground light rail or similar rail. This could connect from Vienna to centreville, manassas, gainesville, warrenton and beyond. The above ground track can go along I-66. When i lived in tokyo. There were many private lines that go around the city. There was the Tokyo Monorail to haneda air port. There was also the Yurikamome line that went directly to the tokyo convention center (big site). This was very popular with tourists and locals. I have lived in Gainesville for over a decade. It is time that the outer counties get a rail to connect to DC.	Other	20155

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
68	4/24/2022	Website	Daniel Beattie	PWC-027	I reside in the area of this project. If Van Buren Rd is extended I am deeply concerned about the capacity of nearby roads to handle the new traffic patterns. Traffic on Benita Fitzgerald and Cardinal Drive will increase dramatically. What is the plan for those roads? Cardinal Dr traffic already moves so quickly. There have been multiple accidents, some fatal. Cardinal Drive will need stop lights to help residents turn onto or across Cardinal drive near the Van Buren extension. How will Dale be expanded to accommodate more traffic turning onto Benita Fitzgerald? There is a school at the intersection. I'm not sure the county has thought through all of the unintended consequences on traffic patterns if this road is extended. Thank you.	Oppose	22193
69	4/24/2022	Website	Neal Whitson	Other	Please focus less on building new roads, and more on maintaining current ones. Too many potholes and battered roads throughout the entire region. The construction for new roads is inconvenient and takes too long, with confusing signage and bizarre hours of work.	Other	20191
70	4/24/2022	Website	Shalabh Gupta	Other	The route 28 from Manassas to Centerville has bad lane markings and it gets difficult to drive on a rainy day. Please help.	Other	20111
71	4/24/2022	Email	Chirs Holland	ARL-021	I am writing to express my support for the proposed west entrance to the Ballston metro. For those, such as me and my Bluemont neighbors, who live to the west of Ballston, having a west entrance would save a considerable amount of time that is currently spent having to walk/bike/scooter to the existing entrance and then backtrack, essentially, underground on the platform to get to the spots necessary to hop on and off the train. With metro ridership dwindling, a west entrance, with up to 10 minutes saved for those who walk, could make riding the metro much more palatable for those who live and work and play west on the western edge of Ballston.	Support	22201
72	4/25/2022	Email	Tom Wyland	Other	Our six year transportation plan should prioritize biking, walking and transit. Biking - Construction of high-quality separated bicycle infrastructure should be one of the top priorities for congestion mitigation. This should include counting and data gathering as part of the study phase. Critical corridors should be identified where cycling is prioritized over auto traffic. One of our only long cycling corridors (W&OD Trail) is both a park and very crowded. If we build better infrastructure more people will bike/walk/scooter and generally get out of their cars. Denver Co is subsidizing e-Bike purchases (with income requirement). This is also a good idea. Walking - Budget should be set aside for maintenance of sidewalks and paths including snow removal. Accountability for utility contractors should be a focus; too many new paths and sidewalks are ruined by poor workmanship of utility contractors. Transit - We need more transit options with better headways. A bus every 30 minutes is not one people will use to replace car trips. All new bridges should include a dedicated transit lane. Road widening projects, although popular with politicians, are not solving congestion issues. Please stop wasting our money on "just one more lane will fix it" solutions.	Other	
73	4/25/2022	Email	Rz Ca	Other	Widening roads in Northern Virginia takes our region in the wrong direction by entrenching a car-dependent culture. Places like Tysons struggle to establish neighborhoods that are safe for pedestrians to walk through, and often fail as a direct result of NVTA's choices to widen roads in the area. Even in places like Ballston in Arlington, roads are too fast and wide for many people to cross safely. Please consider modes of transportation and patterns of development that do not encourage more cars on our roads. It is the only way our region can grow safely, pleasantly and sustainably.	Other	
74	4/25/2022	Website	Debra Morman	LDN-023	The 4 project IDs I listed rank highest in CRRC and TransAction ratings and should be the highest priority projects.	Support	22025
75	4/25/2022	Website	Debra Morman	LDN-025	See comment #74	Support	22025
76	4/25/2022	Website	Debra Morman	FFX-126	See comment #74	Support	22025
77	4/25/2022	Website	Debra Morman	FFX-128	See comment #74	Support	22025
78	4/25/2022	Website	Douglas Smith	LEE-010	Creating an interchange here is my top project of all of these. This is a bigger safety and delay improvement than widening a road with no other changes. For the same reason, I would also prioritize LDN-028 and PWC-030.	Support	22030
79	4/25/2022	Website	Douglas Smith	LDN-028	See comment #78	Support	22030
80	4/25/2022	Website	Douglas Smith	PWC-030	See comment #78	Support	22030
81	4/25/2022	Email	Jing Xiong	ARL-021	I am resident of Bluemont at 4804 8th Rd N, and would like to support the construction of west entrance of Ballston metro. My husband commute by metro and will greatly benefit from this new entrance. Also, most metro station has multiple entrances to facilitate access and exit in terms of emergencies. Thanks so much for your consideration.	Support	22205
82	4/25/2022	Website	Matthew Cockerham	Other	Stop making toll roads. Stop taking public infrastructure and making it so it serves the rich better than it serves the poor. It is shameful what has happened with the infrastructure in the region.	Other	20166

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
83	4/25/2022	Website	Nicole Wilberg	PWC-027	I'm writing in support of project PWC-027, the extension of Van Buren Rd. from Cardinal Drive to 234. This is a much needed connection point. Currently, many drivers use Waterway Drive as a cut through from Cardinal to 234, which leads to far too many cars and speeding on this residential road lined with homes, backyards, two elementary schools, and two daycare centers. The volume and the speed of these cars create a dangerous situation that will be alleviated by the extension of Van Buren Rd. from Cardinal to 234. This new connector will create a safe, appropriate road for people to get to this busy area of 234, especially in light several large, new developments coming, such as a new shopping center on 234, a huge new church, and The Rose hotel and conference center. In turn, it will make the homes, schools and pedestrians on Waterway Drive much safer by reducing cut-through traffic.	Support	22025
84	4/25/2022	Email	Marilyn Harriman	Other	There's a very easy fix to one of the worst traffic problems in northern Virginia: Route 23/ Ox Road/ Gordon Blvd going south from Hooes Rd, starting as early as Occoquon Regional Park, trying to exit at Occoquon, up to the entrance to I-95s: Simply place traffic signs for "this lane only" plus traffic poles between the far right lane and the adjacent lane to keep anyone wanting to exit at Occoquon, or at Riverview Ln, up through Old Bridge Road, able to freely move to their local destination. All others wanting to enter I-95 should be in the second lane from left until after Old Bridge Road. As it is now, everyone who wants to exit before the I-95S exit is forced to wait in a long que with those wanting to enter I-95. I've been stuck in that lane for up to 30 minutes, waiting to exit into the town of Occoquon or on Riverview Lane, or on Old Bridge Rd, because of traffic waiting to get onto I-95. This makes no sense and is easily fixable. Local traffic shouldn't be held hostage by the I-95 destination drivers. It's beyond time to fix this mess.	Other	
85	4/25/2022	Email	Tod Ashley	PWC-027	I would really like to see your organization have more say in local development projects before they are approved by local county boards of supervisors. They only see tax dollars with development, and the proffers don't scratch the surface on the impact to our communities. That being said, for god sake, put another lane or bridge over the Occoquan on I95. That is the root of so many problems that cause traffic on all of the other roads in the region. It is embarrassing. It causes a TON of traffic in Woodbridge, Dale City, and my community of Montclair. The Vanburen extension would not be necessary if 95 didnt come to a stop at the river, EVERY day, but here we are. I would like to see the Van Buren extension completed, as promised when the Four Seasons community was built. Supervisor Caddigan fought for this extension for years to no avail, right up until she moved to the Four Seasons development. Now, Four Seasons is a strong opponent of the extension while sitting in their private, gated community. They have roughly 800 homes with no through traffic, while Montclair has over 4,000 dwellings and suffers through daily traffic jams on Waterway Drive, speeders in 2 school zones, stop sign runners, etc. We need this extension to absorb the cut through traffic and funnel traffic more efficiently to 234 and on to 95 via a traffic signal where the extension would connect at 234.	Support	22025
86	4/25/2022	Website	Matthew Schilling	ALX-020	I am strongly in favor of increasing the amount of bike lanes and public transportation, especially in the west end of Alexandria!	Support	22315
87	4/25/2022	Website	Sylvia Kies Schilling	ALX-020	Northern Virginia should put resources toward public transportation, in particular ALX-020, FFX-124, and ALX-018. Public transportation increases quality of life for residents by reducing air pollution, being more accessible to more residents, and less traffic. Furthermore they are more sustainable. Public transportation provides residents access to opportunities. Everyone in the region hates the traffic and the only way to reduce the traffic is by increasing public transit. I personally refuse to drive here unless absolutely critical because the traffic is so stressful.	Support	22314
88	4/25/2022	Website	Sylvia Kies Schilling	ALX-018	See comment #87	Support	22314
89	4/25/2022	Website	Sylvia Kies Schilling	FFX-124	See comment #87	Support	22314

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
90	4/25/2022	Website	Mostafa Elnahass	FFX-131	<p>As a resident from NOVA it was very disappointing news hearing all of the proposals for widening roads and creating more highways and inducing demand for cars.</p> <p>Making the area more car dependent will hurt people with low income and people who rely on other methods of transportation other than cars.</p> <p>As there are more residents and companies moving in the area it would have been more practical to improve public transportation in the main roads like add: Street cars, light rail, BRT or trolley buses to further improve commuting time and make the area accessible to everyone. With gas prices and car prices increasing this is will make the area inaccessible for people who do not have high incomes, college students, the elderly population and children.</p> <p>Also widening roads puts makes it more difficult to cross roads, increases accidents and puts pedestrians and drivers in danger. The United States is the highest country in the world since the 1970's with road fatalities increasing. These projects will lead to more fatalities for both pedestrians, drivers and people who are forced to drive due to not having any alternative method.</p> <p>More cars on the road means more pollution this includes even electric vehicles which causes traffic jams and uses lithium Ion batteries which is not ethically sourced and at the same time causes a lot of pollution during disposal of old batteries.</p> <p>To conclude the solution is not to widen roads and add car infrastructure in NOVA by making it hostile to everything and everyone else except cars. The solution is to create a NOVA public transit network all over the NOVA counties. A good example to look forward to is what has been done in Jersey City, NJ where they created transit oriented development and I believe this should be applied to all of NOVA if we want to consider other modes of transportation and not only cars.</p>	Oppose	22043
91	4/25/2022	Website	Mostafa Elnahass	FFX-126	See comment #90	Oppose	22043
92	4/25/2022	Website	Mostafa Elnahass	FFX-125	See comment #90	Oppose	22043
93	4/25/2022	Website	Mostafa Elnahass	LDN-025	See comment #90	Oppose	22043
94	4/25/2022	Website	Mostafa Elnahass	LDN-028	See comment #90	Oppose	22043
95	4/25/2022	Website	Mostafa Elnahass	LDN-024	See comment #90	Oppose	22043
96	4/25/2022	Website	Mostafa Elnahass	LDN-023	See comment #90	Oppose	22043
97	4/25/2022	Website	Mostafa Elnahass	PWC-031	See comment #90	Oppose	22043
98	4/25/2022	Website	Mostafa Elnahass	PWC-030	See comment #90	Oppose	22043
99	4/25/2022	Website	Mostafa Elnahass	PWC-029	See comment #90	Oppose	22043
100	4/25/2022	Website	Mostafa Elnahass	PWC-036	See comment #90	Oppose	22043
101	4/25/2022	Website	Mostafa Elnahass	PWC-037	See comment #90	Oppose	22043
102	4/25/2022	Website	Mostafa Elnahass	PWC-035	See comment #90	Oppose	22043
103	4/25/2022	Website	Mostafa Elnahass	LEE-010	See comment #90	Oppose	22043
104	4/26/2022	Website	Fetra Ramiandrisoa	LDN-024	I know there is not very much public transit/pedestrians/bicyclists in Loudon, but these projects should try to enhance infrastructure for other modes of transportation as there are significant benefits to it that will no doubt serve Loudon better than building purely car-centric infrastructure	Other	22033
105	4/26/2022	Website	Fetra Ramiandrisoa	LDN-025	See comment #104	Other	22033
106	4/26/2022	Website	Fetra Ramiandrisoa	LDN-028	See comment #104	Other	22033

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
107	4/26/2022	Website	Matt	ALX-018	<p>On the West End transit way 1b (ALX-0018), the focus ought to shift from BRT to improving pedestrian connectivity between Van Dorn Metro and residential areas north of the railroad tracks, such as Cameron Station. I agree the bridge needs better sidewalks. However, building a pedestrian bridge across the railroad tracks which would connect the metro station and Cameron Station would shorten a lengthy walk and reduce vehicle trips across the bridge. Mayor Wilson had discussed this project years ago, but my recollection is the railroad raised concerns and nothing further was done. However with funding, there is an opportunity to try to find a path forward. The overall goal should be to connect people with the Metro station.</p> <p>I oppose adding BRT because that means taking away a lane for all other vehicles which will worsen congestion. The bus cannot carry the same number of people as a travel lane would. For example, suppose four buses an hour cross the bridge each carrying 25 people. The throughput of the BRT lane is 100. If 180 vehicles per hour used the same lane (one vehicle every twenty seconds) and each vehicle on average carried two people then taking away a vehicle lane reduces throughput is reduced more than 75 percent. In practice, it is even more than that because the buses could still operate in a regular lane.</p> <p>On ALX-0020, the Commission staff should take a closer look at the city's motives because I am concerned they are trying to shift city maintenance to the Commission. The context is that in 2018 the path going from Morgan street to the stream crossing was closed due to erosion. It has remained closed ever since. There was additional damage in the summer of 2019 to other sections of the trail. The city has said it will rebuild all the damaged portions, but I am concerned that this proposal means the city won't rebuild the entrance from Morgan street and instead try to get the Commission to pay for it. The city ought to be responsible for maintaining its infrastructure..</p> <p>I am open to the idea of improving this crossing, but the Commission should think bigger than the current proposal. Building a bridge for pedestrians and cyclists across Beaugard would eliminate a dangerous at grade crossing and allow non motorized users a several mile stretch free of vehicles. As such, I would suggest combining the current proposal with a bridge across Beaugard. For example, the bridge could go from the east side of Beaugard to where the current fair weather crossing ends on the north side of the stream and meets up with the existing concrete path.</p>	Oppose	22301
108	4/26/2022	Website	Matt	ALX-020	See comment #107	Oppose	22301
109	4/26/2022	Website	Daniella Benedi	FFX-131	Widening roads to make way for more lanes of cars in 2022 is, quite frankly, the equivalent of climate arson. No amount of electrification of cars will be able to undo the sheer amount of environmental damage caused by cars. The NoVA area should be focusing every ounce of resources it has on getting people *out* of cars, not on increasing car capacity. Please do NOT expand roadways any further – increase bike and pedestrian capacity, dedicate as much transportation funding to transit line improvements and service increases, and help Virginians get OUT of their cars and into their communities.	Oppose	22202
110	4/26/2022	Website	Daniella Benedi	LDN-024	See comment #109	Oppose	22202
111	4/26/2022	Website	Daniella Benedi	PWC-029	See comment #109	Oppose	22202
112	4/26/2022	Website	Daniella Benedi	PWC-036	See comment #109	Oppose	22202
113	4/26/2022	Website	Daniella Benedi	PWC-037	See comment #109	Oppose	22202
114	4/26/2022	Website	Daniella Benedi	PWC-035	See comment #109	Oppose	22202
115	4/26/2022	Website	Ethan Epstein	ARL-021	<p>Thank you for putting together this excellent resource to view and identify potential projects for the region. I am very pleased to see that Ped/bike/transit environment and safety are weighted as factors in project selection, as they are the areas I am most concerned with as a resident in my daily life. I selected ARL-021 and CFC-008 as projects of importance as I am most likely to regularly use those facilities if implemented, and am strongly in support of them. For ARL-021, I believe we should be making continuous improvement in our transit system to encourage and facilitate its use, and smaller projects like more convenient entrances are just as important as large expansions. I attend classes at the Virginia Tech campus on Glebe, and this new entrance would save me 5 minutes of walking and a couple intersection crossings to get to class. 5 minutes may seem small, but it makes a significant difference in my choice to use metro to access the building, and is likely a larger average time savings than most intersection or roadway improvements would save for drivers. For CFC-008, I strongly support the project, and would certainly make trips to that section of Falls Church via bike if good bike lanes were implemented. As a car owner, I have the luxury of driving when there is not a good bike route, but I would prefer to get exercise and reduce emissions if possible, so a better Washington Street would affect my mode choice. Additionally, it's current setup as a 4 lane median-less road is ideal for a 4-3 conversion (https://www.virginiadot.org/programs/bikeped/roadway_reconfiguration.asp) which would improve traffic flow, increase safety, and allow for bike lanes. I also selected LDN-023 as a project of interest due to my support of ITS in general, although I rarely drive on that segment of RT 7. I strongly believe that better technology can enable us to minimize congestion at a fraction of the cost of widening and other physical improvements. Using technology to maximize capacity on the existing network is also a great way to avoid the ROW acquisition and environmental effects of widening roads. I would love to see ITS considered as an option to relieve congestion throughout Northern Virginia as a more cost effective measure than physical infrastructure buildout.</p>	Support	22201

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
116	4/26/2022	Website	Ethan Epstein	CFC-008	See comment #115	Support	22201
117	4/26/2022	Website	Ethan Epstein	ARL-021	See comment #115	Support	22201
118	4/26/2022	Website	Keri Shanks	PWC-036	I am very much in favor of this project (18 PWC-036 Prince William Co Old Bridge Road Widening: Colby Drive to Minnieville Road). Old Bridge Road gets so congested during school dismissals and more than that during rush hour and this would help the flow of traffic so much for those of us getting to/from Old Bridge Road from other areas. I ride the Lake Ridge Omni Ride Express to DC 3 days a week and Old Bridge Road has always been and continues to be hard to get through.	Support	22193
119	4/26/2022	Website	Geoffrey Wangondu	Other	1) Robust public transportation that is not run by a private company. Find a way to incentivize the use of the public transportation system 2) Reducing express lane costs by 50% across the board 3) Removing the for-profit entity managing the express lanes (this will help with cost). 4) Dealings with for-profit entities should be minimal.	Other	22192
120	4/26/2022	Email	Caroline Campbell	ARL-021	I am writing this email to show support for the grant that Arlington County applied for from NVTA regarding adding a west entrance to the Ballston Metro station. A second entrance would make it considerably easier and faster for residents walking from the Bluemont neighborhood, in particular, to access the metro. It would also provide another much-needed means of egress from the station during an emergency. Please consider choosing this project.	Support	
121	4/26/2022	Website	Andrew Webster	Other	We need more public transportation in this area. We cannot end up like cities in Texas where there is nothing but highways without any other option but driving. It makes our area feel more connected, it makes it more livable, more accessible to tourists, the disabled, elderly, and low income. I could not afford a car when I worked at Giant, and of it wasn't for this areas public transportation system, I wouldn't have been able to accept an entry level IT job offer 15 miles away that paid double what giant did. Now that I make double the income, I pay more state income, and sales taxes and would much prefer the money go towards making sure more people can have a similar story to mine than require people pay thousands on a car to be able to have the opportunity to work in this area.	Other	20152
122	4/27/2022	Website	Tucker Jones	ARL-021	This new metro station will be a big benefit to the Ballston neighborhood (especially for the businesses/residents in the west side of Glebe Rd). We support investment for this new metro station. Thank you!	Support	22205
123	4/27/2022	Website	Jeffry Nelson	ARL-021	I support adding a second entrance to the Ballston Metro Station. My law firm of about 100 people work in the building (901 N. Glebe) at the second entrance. It would encourage our people to use Metro and help us in hiring new people if there were a second entrance. I suspect many other businesses and organizations near my firm would similarly benefit from the second metro station. Thank you for your consideration	Support	22205
124	4/27/2022	Website	Ryan Gavin	ARL-021	I'd like to express support for the Ballston West Metro Entrance. This project would provide much needed access to the metro to thousands of residents, workers, and students who call Ballston their home every day or night. The existing Ballston entrance is a central transit hub that is far over capacity, with a poor pedestrian experience due to the inherent design of the escalators, and its design as a bus-centric transit hub. Not only that, but there is significant development activity along the Glebe corridor (Holiday Inn, Harris Teeter, Mercedes Benz, etc.) that will continue to add thousands of residential units that would be served by this site. Without it, these residents would continue to overwhelm the existing Ballston Metro entrance.	Support	22203
125	4/27/2022	Email	Liz Ferencevych	ARL-021	I'm writing to express my support of the funding request application, ARL-021 for construction of the West Ballston- MU Metro entrance.	Support	
126	4/27/2022	Website	William Barratt	ARL-021	A west entrance to the Ballston Metro would increase the likelihood that I will continue to use Metro for my daily commute. I live in the Bluemont neighborhood; a west entrance would reduce my walking/cycling distance to Ballston by about a quarter mile, and also reduce the number of street crossings. At present, I am planning to start commuting by car because the length of my bus + Metro commute is too unpredictable and can easily take twice as long as driving. If I could get directly to the Metro station more quickly and conveniently, I would have more control over my schedule and the length of my commute.	Support	22205

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
127	4/27/2022	Email	Lindsay Stoudt	ARL-021	I support grant funding for the Ballston-MU Metro Station West Entrance in Arlington. Ballston has the highest population density in the entire DMV so it makes sense to invest in public transit infrastructure at this location in order to benefit the most people and meet our climate change goals. Adding an additional metro entrance with kiosks and transit connections is necessary to serve the many people who live, work, and shop or eat in Ballston. Many people live here and many more people are coming, especially if all of the Arlington housing upzoning initiatives come to fruition. We must make investments in metro if we want this region to have a world-class public transit system, and Ballston is a logical place to invest due to its population density. I also wish to note that the Arlington Public School System (which has a very large and socioeconomically diverse student population) could potentially transition from bus to metro as a way for students to get to school and this would be a net positive for both the environment and our school budget. We need ways for all students and families- especially transportation disadvantaged people- to get to our public schools. We need to shift the paradigm that walk zones and busses owned by the public school system are the only option. Investing in a metro stop where there is the densest of housing makes this possible. Thank you very much for your consideration of my comments.	Support	22201
128	4/27/2022	Website	Nilraj Chudasama	ARL-021	Ballston-MU Metrorail Station West Entrance ARL 021 – I am in support.	Support	22033
129	4/27/2022	Email	Miles Carlson	PWC-027	I oppose funding and construction of the Van Buren Road project. <ul style="list-style-type: none"> • Road was first proposed before current housing was built • Significant safety, noise and pollution impacts on the adjacent communities of Copper Mill Estates (under construction), Four Seasons at Historic Virginia (over-55 community of 801 homes) and Cardinal Grove (single family multi-generational completing construction) • Significant concerns over unmet, stated purpose of project • Traffic study of August 2020 shows degradation of service at four studied intersections • Traffic study shows only 5400 vehicles daily on this \$80 million white elephant • Impacts beyond project area not addressed IAW NEPA requirements Please see attached detailed comments.	Oppose	22025
130	4/27/2022	Website	Carolyn Fiddler	ARL-021	Just wanted to express my support—excitement, really—for funding finally getting approved for constructing the new West Entrance to the Ballston Metro Station! Building this new entrance this would give businesses along Glebe Road a big boost and make the area even more appealing to new residents, developers, and companies looking for office space. Also, thanks to the NVTA for all your hard work, bless.	Support	22203
131	4/27/2022	Website	William Hederman	ARL-021	We've been waiting for this for a while and it would greatly increase usability for the Ballston metro (and metro in general). Thanks for your consideration—do it!	Support	22207
132	4/27/2022	Website	Steve Wardell	ARL-021	I am encouraging you to provide funding for the Ballston Metro west entrance. Ballston is a vibrant area with a Metro station. The western end which currently lacks a Metro entrance. The new development at the Holiday Inn site and existing Bluemont community would greatly benefit from this improved access. Additionally, this 2nd entrance is needed for safety reasons to egress from the station. I strongly urge you to support this project.	Support	22203
133	4/27/2022	Website	Deanna Pennetta	PWC-027	I support this project. It will alleviate Route 1 and I-95 congestion between Dale Blvd and 234; it will also alleviate congestion on Cardinal Drive between Route 1 and Waterway Drive and lighten the traffic often speeding by Henderson Elementary.	Support	22193
134	4/27/2022	Email	Rob Rolling	ARL-021	I am my family here by pledge your support to have an entrance to the metro on Vermont Street.	Support	
135	4/28/2022	Website	Elizabeth Robinson	ARL-021	I am writing in strong support of the West Ballston Metro Entrance. Having a second entrance will increase the usability of the station, assist MU students (especially those with nighttime classes that would like to minimize time walking in the dark), and provide an economic boost to the neighboring office buildings and retail that have had a difficult time during the pandemic. Please continue pursuing this project. It's time has come!	Support	22203
136	4/28/2022	Website	Doug Holtz-Eakin	ARL-021	An additional entrance to the Metro Station would help greatly help Metro users in the community by spreading out riders to more effectively board the trains (especially when they get busy again post-COVID) and to relieve congestion at the entrance. Such congestion will only get worse at the main entrance with the addition of the bus connections (and wonderful renovation of the bus complex :-)). Investing in public transportation is important for the long-run economic and environmental vitality of Arlington. Thanks for considering this proposal.	Support	22203

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
137	4/28/2022	Email	Henry McFarland	ARL-021	<p>I urge you to support the proposed West Entrance to the Ballston Metro station. Arlington County recently submitted an application for a grant to fund this entrance as part of your six-year program. The application ID is ARL-021.</p> <p>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. Thus, it would make it much easier for the many people who live west of the Ballston station to walk to Metro. I know as a senior citizen living in that area that more convenient access to Metro is likely to increase the number of trips I take on the system.</p> <p>The new entrance also will have important safety benefits. Right now, anyone entering or exiting the Ballston station must go through the eastern end of the station. 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.</p> <p>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. As there has been a lot of new residential construction near Ballston, and more such construction is planned, without the new entrance congestion at Ballston will get much worse.</p> <p>The new entrance also will allow regional buses that use I-66 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.</p> <p>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.</p> <p>Thank you for your time and consideration of this project for funding.</p>	Support	
138	4/28/2022	Email	Rene Mejia	Other	This is a fantastic project, which I support 100% !	Other	
139	4/28/2022	Email	Nora Bensahel	ARL-021	I am writing to express my strong support for a new western entrance to the Ballston Metro station. The station is currently extremely crowded, with too many people funneling into one very narrow entrance and exit. A western entrance would not only be more convenient for those of us who walk from the neighborhood west of Glebe Road, but would also enable a much smoother flow of people in and out of the entrance, which is desperately needed!	Support	22203
140	4/28/2022	Email	Lynda Silverstrand	PWC-027	This new road is badly needed. If there is a backup on I95 drivers come to Route 1 to try to move forward to their destination. Route 1 gets very congested when this happens. We need to have another option. If this part of Van Buren was finished you could go from the south side of Dumfries to Dale Blvd. without going on Route 95 or Route1. We need this relief.	Support	22191
141	4/28/2022	Email	Lynda Silverstrand	PWC-036	Yes, adding another lane would help tremendously. Now people who are not familiar with the road have to squeeze over as you loss a lane.	Support	22191
142	4/28/2022	Email	Lynda Silverstrand	PWC-031	LOCCA asked for this intersection to be grade separated before it was built. It should have been from the beginning	Support	22191
143	4/28/2022	Email	Lynda Silverstrand	PWC-030	I have made my opinion known about this intersection for several years. I would like to see grade separated, with Route 1 going straight thru. A traffic circle above that crosses over Route 1 and the railroad tracks. I have been told: Virginia doesn't do traffic circles, there isn't enough room for the traffic circle, our "models" say don't do a traffic circle. I don't believe any of those excuses. I will try to add the pictures of my model of the intersection.	Support	22191
144	4/28/2022	Email	Lynda Silverstrand	PWC-037	I can see the need for an extra lane heading south on Neabsco Road so when you come from the intersection of Route 1 you don't have to zipper before Indus Road. Sometime there is a "me first" situation that causes angst and almost accidents! I'm not sure the widening is needed all the way to Leesylvania Park. There is a dedicated right turn into the elementary school and Hayes, Kennedy, and Kennworth.	Support	22191
145	4/29/2022	Email	Steven Marku, for Arlington Chamber of Commrece	ARL-021	Please see the attached letter from the Arlington Chamber in support of funding the west entrance to the Ballston Metro in NVTA's Six Year Program. Thank you for your consideration	Support	22201

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
146	4/29/2022	Email	Ben Jordan	FFX-126	<p>My main comment is that I want to see NVTA fund more transit, pedestrian, and bike promoting projects, given that these are the only projects that actually reduce the number of cars on the road. Looking at the TransAction Ratings for the submitted projects, I do take issue with FFX-126 Fairfax County Parkway Widening being rated so highly, particularly with it receiving a 100% for Emissions Reductions when, at best, it will create induced demand, push more sprawling growth, and result in a net increase in cars and pollution. In general, I am happy to see FFX-128, ALX-018, ARL 021 ranked relatively highly, but again, the Emissions Reductions rating confuses me as they are likely to result in a net decrease in single occupancy vehicles on the road, but are have lower Emissions Reductions ratings than road widening projects. I would like to see FFX-124, CFC-008, and ALX-020 funded as well for the same reasons.</p> <p>I do not like driving as it is horrible for the environment and because of the long, racist legacy of road infrastructure in America. Given the near total car dependence regionally, it is nearly impossible to live in this area and feel good about my actions. Please prioritize funding of projects that will actually reduce environmental impacts and increase equity so that we don't further racist systems or hold back the world from meeting climate change goals.</p>	Oppose	22033
147	4/29/2022	Email	Ben Jordan	FFX-128	See comment #146	Support	22033
148	4/29/2022	Email	Ben Jordan	ALX-018	See comment #146	Support	22033
149	4/29/2022	Email	Ben Jordan	ARL-021	See comment #146	Support	22033
150	4/29/2022	Email	Ben Jordan	FFX-124	See comment #146	Support	22033
151	4/29/2022	Email	Ben Jordan	CFC-008	See comment #146	Support	22033
152	4/29/2022	Email	Ben Jordan	ALX-020	See comment #146	Support	22033
153	4/29/2022	Email	Ron Friedmann	ARL-021	<p>Please support the proposed West Entrance to the Ballston Metro station.</p> <p>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.</p> <ul style="list-style-type: none"> • Faster access for people living to the west of the station, thus encouraging more Metro use. This would also support the extensive new residential construction west of Ballston Station, including several hundred new apartments. This likely changes the calculus of past studies. • The project will encourage more transit-oriented development. Arlington County Staff estimates that transit-oriented development enabled by this project will increase Metrorail ridership from 25,000 today to 40,000 by 2040. • The single existing entrance also represents a safety issue in my opinion. The ability to evacuate the station in the event of an emergency is badly limited now, especially in peak hours. • The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role. • The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end. • The new entrance will allow regional I-66 buses to reach Metro more efficiently. That will speed up buses making bus travel more attractive relative to cars. It will also reduce the pressure on Ballston's bus depot. • Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to it is critical for all Northern Virginia. <p>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.</p> <p>Thank you for your time and consideration of this project for funding.</p>	Support	22205

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
154	4/29/2022	Website	Alexander Hazelworth	ARL-021	<p>Application ID ARL-021: I think this is a good project however Arlington County should be able to pay for it with how much taxes they take.</p> <p>Application ID FFX-126: The plan calls for sound barriers. That means they need to rethink the design if automobile traffic is moving so fast that the road noise is a problem. Those walls are ugly and are people barriers. They should be reserved for interstate highways.</p> <p>Application ID FFX-124: Unless these buses are replacing broken internal combustion engine buses then I would say no to this project. Lithium mining is environmentally detrimental and if these buses are not replacing broken ICE buses then it would be more environmentally conscientious to keep the current ICE buses operational.</p> <p>Application ID PWC-027: This project is merely an i-95 bypass access road. This project should have roads connecting to Four Seasons community. This would relieve traffic on Dumfries road and i-95, allow additional emergency response access and allow pedestrians to reach Cardinal drive. Unless this project connects to Four Seasons community then it should not be funded or at least have a pedestrian only path from Four Seasons Community that goes to this new bypass access road.</p> <p>Application ID PWC-029: There should not be any widening of automobile lanes on Devlin Road. The only extension should be additional pedestrian and bicycle exclusive road that runs from Wellington to Linton Hall. An additional automobile road is completely unnecessary regardless if a new residential subdivision or data center is built alongside Devlin Road.</p> <p>Application ID PWC-028: This would be a great addition even though it expensive. This will allow alternative traffic routes for people to commute and also for emergency responders.</p> <p>Application ID ALX-020: Good project, but they should be able to afford it.</p> <p>Application ID LEE-010: The only issue are the slip lanes. Those would be terribly problematic for pedestrians, but other than that it would be a good project in my opinion.</p> <p>I am not sure why nothing from Frederick, Culpeper and Fauquier Counties are on the list as they are in the Northern Virginia region. I am sure Winchester has projects. Maybe this is more of a DC Metro Authority than a NoVA authority?</p> <p>Either way, thank you for taking the time to read and consider.</p>	Support	20136
155	4/29/2022	Website	Alexander Hazelworth	FFX-126	See comment #154	Support	20136
156	4/29/2022	Website	Alexander Hazelworth	FFX-124	See comment #154	Support	20136
157	4/29/2022	Website	Alexander Hazelworth	PWC-027	See comment #154	Support	20136
158	4/29/2022	Website	Alexander Hazelworth	PWC-029	See comment #154	Oppose	20136
159	4/29/2022	Website	Alexander Hazelworth	PWC-028	See comment #154	Support	20136
160	4/29/2022	Website	Alexander Hazelworth	ALX-020	See comment #154	Support	20136
161	4/29/2022	Website	Alexander Hazelworth	LEE-010	See comment #154	Support	20136
162	5/1/2022	Website	Boris Freydin	PWC-027	<p>I am convinced that prior to creating new corridors the congestion problem should be addressed by improving the existing corridors first. While congestion in the I-95 corridor problem may need to be solved at the regional level, congestion in the Route 1 corridor within the Prince William County (PWC) could be solved at the local level. Specifically, improvements in the Route 28 corridor (from the I-66 corridor to the Dulles airport that resulted in the significant reduction of congestion) should be looked at as a starting point for reducing congestion in the Route 1 corridor.</p> <p>In addition, it is important to note that the current patterns of the start-and-go traffic in the congested I-95 corridor and frequent stops in the congested Route 1 corridor contribute to air pollution. Thus, when congestion in the corridors above is reduced, it should benefit the quality of air at least in proximity to the corridors.</p> <p>Thus, I oppose to construction of the Van Buren Road North Extension: Route 234 to Cardinal Drive, since it is unnecessary and results in increase of traffic and pollution in the area where our family lives.</p>	Oppose	22205

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
163	5/1/2022	Email	Ann Speicher	ARL-021	I am writing to urge you to take the necessary steps to develop a second entrance to the Ballston Metro station, west of the current entrance. This second entrance close to Glebe Road would make the station more accessible to local residents--both physically and psychologically--and stimulate economic development in the area. It would be a win-win all the way around. Thank you for your consideration of my views.	Support	22205
164	5/1/2022	Website	Erika Christ	FFX-131	I would appreciate your providing the requested funding for the Richmond Highway widening project because it's going to finally transform this historically and geographically significant section of Fairfax County. It also will set the stage for the BRT project, providing community members, commuters and tourists with a variety of transportation alternatives for safely traversing the corridor. Thank you!	Support	22309
165	5/1/2022	Website	Erika Christ	FFX-128	I'd greatly appreciate your fulfilling the funding request for Richmond Highway BRT because it will provide the community and commuters with a much-needed, modern public transportation system that supports environmental responsibility and pedestrian/cycling safety. We are excited about making "The One" a reality in this historically and geographically significant section of Fairfax County	Support	22309
166	5/1/2022	Email	Andrew Pitts	ARL-021	I wanted to write and register my support for the west entrance of the Ballston metro. This would significantly reduce my walking commute to the Ballston Metro. Please support residents of the area that are walking from this direction.	Support	22205
167	5/1/2022	Website	Colton Takata	ARL-021	I like the idea of the added convenience of accessing the Ballston metro from the other end of the station but I feel that the entire project would cost more than than it would provide in benefits for the people living in the area. The main benefit seems to be mostly the convenience to pedestrians to not have to walk to the existing station, particularly those living on the more western side of Ballston. But I feel that the \$80 million would be better used to make the walk to the existing station metro station safer and more accessible. The money could go towards road cooling measures on Glebe Rd and Fairfax Dr, as well as the intersection of the two to make it safer for pedestrians to cross and not stress about getting hit by a car. The money could also go towards fixing the sidewalks to be flat rather than the unevenness that currently exists so walkers have more stable footing.	Support	22203
168	5/1/2022	Website	Colton Takata	FFX-126	See comment #167	Oppose	22203
169	5/1/2022	Website	Colton Takata	PWC-036	See comment #167	Oppose	22203
170	5/1/2022	Website	Colton Takata	FFX-131	See comment #167	Oppose	22203
171	5/1/2022	Website	Colton Takata	LDN-024	See comment #167	Oppose	22203
172	5/2/2022	Email	Lori Esquina	PWC-027	The proposed Van Buren Rd (VBR) project will go directly through the middle of Cardinal Grove Community, the entire eastern side of the retirement community of Four Seasons and by Copper Mill Estates. These communities were all approved by the county including Fannie Fitzgerald school built on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr. All those school children, parents and buses will be negatively impacted by VBR. Yet the county allowed these residential communities and the school to be built. VBR will destroy large, old growth trees, wildlife habitats and wetlands. It will increase noise and air pollution from VBR and the adjacent I95. It will bring commercial development and semi truck traffic. It will increase traffic on Cardinal Drive and Rt 234, a heavily traveled roads. It will decrease the safety and security of each community and the residents of all ages. Many of the parcels of land are zoned commercial (M-2) and are only 40 feet from people's residences. Offices, data center, warehouses, industrial park are some of things we have heard or seen on maps of the area. The county told us years ago that the road was needed to relieve traffic on I95 and Route 1, this is no longer the case. I95 has added express lanes, widened the regular lanes from Occoquan to Quantico. Also the widening of Route 1 from Woodbridge to Quantico is funded and well underway. Do we really need to spend \$80 million on 2 miles of road that will destroy a thousand mature trees, wetlands and wildlife? Please let's save the quality of life for the people of Eastern Prince William County	Oppose	
173	5/2/2022	Website	Michael Carrera	PWC-035	I ask that NVTA support Project #20 widening of Old Centreville Road to the Fairfax County line. The project is needed to reduce congestion on many roadways in the area	Support	20111

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
174	5/2/2022	Email	Jessica Hegebart	CFC-008	I'm writing to voice my support for the North Washington Street Multimodal Improvements Project (application # CFC-008). I am an active advocate for pedestrian and cyclist safety on our city streets. Unfortunately, most streets were originally designed only with vehicles in mind. The project for N Washington Street will greatly improve safety for all modes of transportation. Please help save lives by approving the application	Support	
175	5/2/2022	Website	Richard Dunbar	PWC-027	I oppose the extension of Van Buren Road. This road would destroy green buffer space of communities that would border it, enable commercial development between these communities and I-95, thus increasing noise, pollution and reducing the safety and security of residents. The road would create major intersections at the entrance of Copper Mill Estates and at Cardinal Drive and Benita Fitzgerald Drive that would make it harder for the residents of communities at these intersections to enter and exit. It would bring more traffic past Fannie Fitzgerald School which is already congested during mornings and afternoons. It would have no impact on through traffic on U.S Route 1 or I-95. Access to Cardinal drive from Route 234 is already provided via Minnieville Road and Spriggs Road. The county needs to focus on improving traffic flow at major intersections rather than destroying the quality of life of residential communities.	Oppose	22025
176	5/4/2022	Website	David Byrd	FFX-131	My name is David Byrd. I have lived in Virginia for 10 years now, first in Arlington, now in Alexandria. One of the great things that attracted me to this area was how forward thinking it appeared to be when it came to the future of urban design and our responsibility to implement good policies that live our values. One of my core values is the need to address the issues of climate change; for that reason, I've sought out ways to live that don't require a car, and NOVA has been good enough to provide me with the infrastructure that makes that choice possible. My earnest wish is for more and more people to have that opportunity. However, these projects do not provide that opportunity and do not show that leadership that I admire. In fact, they do the opposite. Not only will expansion of the highway increase VMT, it does so that at a rate that even exceeds population growth. This kind of infrastructure is what subsidizes the exurban sprawl that destroys local ecologies and bankrupts towns. Data from other towns and cities across the country affirms that supporting the infrastructure of sprawl is a losing financial bet. The cost of service for this infrastructure dwarfs the economic benefits provided by development in the long run, and the greater the infrastructure, the more difficult it is to break even. I'd direct you to the studies conducted by Urban3 on this topic, demonstrated here https://www.strongtowns.org/journal/2016/1/26/roads-and-debt Ultimately, this Six-Year plan will leave Virginians worse off than when they started. We will have hurt our environmental goals, incurred more debt, and suffered greater injuries and fatalities that are inherent to car-dependent infrastructure. All of this to ease congestion for a few years until sprawl catches up with the network and we will be right back where we started. I urge NVT and VDOT NOVA to reconsider this proposal and focus its efforts on safer, more ecologically friendly, and more financially sustainable models of infrastructure development that aligns with our values. This kind of decision will reverberate through the region for decades, so please choose wisely.	Oppose	22314
177	5/4/2022	Website	David Byrd	FFX-121	See comment #176	Oppose	22314
178	5/4/2022	Website	David Byrd	FFX-119	See comment #176	Oppose	22314
179	5/4/2022	Website	David Byrd	FFX-126	See comment #176	Oppose	22314
180	5/4/2022	Website	David Byrd	FFX-125	See comment #176	Oppose	22314
181	5/4/2022	Website	David Byrd	LDN-025	See comment #176	Oppose	22314
182	5/4/2022	Website	David Byrd	LDN-024	See comment #176	Oppose	22314
183	5/4/2022	Website	David Byrd	PWC-027	See comment #176	Oppose	22314
184	5/4/2022	Website	David Byrd	PWC-029	See comment #176	Oppose	22314
185	5/4/2022	Website	David Byrd	PWC-028	See comment #176	Oppose	22314
186	5/4/2022	Website	David Byrd	PWC-036	See comment #176	Oppose	22314
187	5/4/2022	Website	David Byrd	PWC-037	See comment #176	Oppose	22314

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
188	5/4/2022	Website	David Byrd	PWC-035	See comment #176	Oppose	22314
189	5/4/2022	Website	David Byrd	MAN-002	See comment #176	Oppose	22314
190	5/4/2022	USPS	Stephen Osmer	PWC-027	In regards to the proposed Van Buren Road Extension, I request that this project be canceled and an alternative approach be considered. Obvious concerns about this proposed road extension include significant deleterious impacts on the already environmentally compromised Powell's and Dewey Creeks, increased harmful noise and air pollution effects on several abutting communities one of which is a senior community, eradication of an existing natural buffer with its likely extinction of its wildlife and flora, and heightened security and safety concerns for both adults and children in the impacted area. There must be better use of \$80 Million than a 2 mile road to nowhere. There has to be neighborhoods in Prince William County that need sidewalks and bike paths, more traffic control and enforcement, and other TRANSPORTATION projects that would directly benefit residents of the county instead of non-resident commuters and truckers. The road extension benefit seems earmarked for a few, while the harm is to many. This land could be turned into a green space for the enjoyment of many, walking trails, bike paths, etc. There must be a way to connect to other nature trails in the area. Instead of bulldozing the land and spreading more asphalt, the Authority, county, and citizens should explore options for this parcel of earth. Undeveloped space is becoming a rarity in this part of the county.	Oppose	22025
191	5/5/2022	Email	Greg Robbins	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
192	5/5/2022	Website	Kieu Dunbar	PWC-027	I oppose the extension of Van Buren Road (VBR). Although the road has been on PWC's long range plan for several decades, the rationale for it (originally, reduced traffic congestion) has changed dramatically. Improvements on Minneville Rd., Route 1, I-95 and the addition of its express lanes have mitigated most of the conditions supporting the original rationale. PWC has allowed many residential communities and schools to be built in the meantime, making the VBR today threatening in ways that didn't exist when the road was originally proposed. Building the road will incentivize businesses to locate along it, adding traffic noise and other forms of pollution not accounted for by the NEPA study, which focused only on the current impacts. Security for the elderly residents in Four Seasons, many of them single women, will be decreased due to the fact that burglars and others will have easy access to the entire east side of the community for which no gates exist to protect them like those built on the west side to protect them. All of this can be expected to negatively affect property values in Four Seasons and all the other communities surrounding VBR extension.	Oppose	22025
193	5/5/2022	Email	Marc Kasher	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
194	5/5/2022	Email	Luanne Lukes	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
195	5/6/2022	Email	Rosemary Donaldson	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
196	5/6/2022	Website	Julius Serrano	PWC-030	PWC-030 is a much more needed project and it cost less than PWC-027	Support	
197	5/6/2022	Website	Julius Serrano	PWC-027	See comment #196	Oppose	
198	5/6/2022	Email	Susan Lane	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!" I am aware of a number of near misses for pedestrians nearly being hit in this area due to increased traffic through our neighborhood. These improvements will help.	Support	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
199	5/6/2022	Email	Tina Leone, on behalf of Ballston Business Improvement District	ARL-021	<p>We are pleased to express our continued strong support for full Authority funding of Arlington County's \$80 million application for the Ballston-MU Metrorail Station West Entrance. This project is a critical component to our regional transportation hub and supports the Authority's programming goals of modal and geographic balance.</p> <p>The Ballston-MU Metro station is a major multi-modal hub for the regional transit network in Northern Virginia serving the Metro Orange and Silver Lines. While the onset of COVID-19 and its variants has initially severely reduced ridership throughout the entire Washington Metrorail system, ridership will eventually return to (and will likely surpass) pre-pandemic levels. Pre-COVID projections estimated the Ballston Metro would reach 40,000 trips per day by 2040.</p> <p>Here's why that will happen- Ballston has been and is still undergoing an explosion of multifamily housing construction, adding more than 2,800 apartment units alone over the last 7 years. And we have another 2,400 apartment units on the way at various stages in the pipeline for development. Indeed, we welcomed over 1,000 additional, new residents to Ballston over the last 18 months. The 2020 Census determined that Ballston now has the top 3 densest census tracts in the entire Washington DC Region.</p> <p>Ballston continues to grow as a regional urban district and will soon have greatly improved direct transit access from western Fairfax County, eastern Loudoun County, and Washington Dulles International Airport (IAD) with the opening of the Metrorail Silver Line Phase 2 expected later this year.</p> <p>This west entrance project represents an opportunity to have the mechanism in place to more reliably, safely and efficiently transport people as metro ridership rebounds and grows.</p> <p>The western entrance to the Ballston Metro will:</p> <ul style="list-style-type: none"> • Provide support for and help to increase metro ridership by creating a more accessible and compelling choice for transportation by Ballston residents, students, and commuters - and a particularly more desirable option for those living and working in the fast-growing, western end of Ballston; • Increase rider safety by creating another point of egress in the event of an emergency; • Relieve congested conditions at the current entrance and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains; • Improve bus-to-Metrorail transfers for regional routes entering Ballston from Interstate 66; and • Allow regional I-66 buses to reach Metro more efficiently, thus speeding up buses and increasing the number of bus stops (also making bus ridership more accessible). <p>We urge the Authority to fully fund Arlington's \$80 million request for the Ballston-MU Metrorail Station West Entrance in the FY2022-FY2027 Six Year Program and continue the Authority's commitment to multimodal transportation solutions that serve all</p>	Support	22203
200	5/7/2022	Email	Liz and Jerry Giovaniello	CFC-008	<p>We would like to express our support for the North Washington Street Multimodal Improvements Project. We live on Gresham Place and it is very difficult to get out of our development onto North Washington Street by car, as well as to cross the street on foot. I walk almost every where in the City of Falls Church, and would love to see North Washington Street be a safer more inviting place for pedestrians.</p> <p>The emergency signal for the firehouse no longer provides protection for cars to turn onto North Washington Street. We must wait until there is a break in the traffic to pull out, and we do so at our own peril, especially when turning left. There are often cars turning left onto North Washington Street from Westmorland Street, just as we pull out of Gresham Place to turn left. It's a bad situation.</p> <p>We hope that this proposed improvement project will make North Washington Street safer for drivers, pedestrians and cyclists.</p>	Support	22046
201	5/8/2022	Website	Tom Kelley	PWC-027	<p>Strongly oppose this project. It is impossible for a 2.06-mile road (connection) to have any impact on the traffic flow on 234, Rt. 1 or I-95. No one is going to exit I-95 or Rt. 1 to take this alleged shortcut. I want to see the simulation model that shows the expected reduced traffic flow if this extension is completed; the impact must be negligible. And at almost \$40M/mile, the cost is prohibitive.</p>	Oppose	22025
202	5/8/2022	Email	Amanda Neumann	PWC-030	<p>Dear Northern Virginia Transportation Authority, I am writing to formally tell you I am against the Rt. 123 flyover into Belmont Bay</p>	Oppose	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
203	5/8/2022	Website	Andrew Olesen	FFX-131	<p>I am a long-time resident of Northern Virginia with friends and family across the region. Professionally, I am a strategy consultant focused on the “energy transition” of decarbonization of our economy. I spend my time here because I have seen first hand the early impacts of climate change and have seen the evidence that without action now, the lives of my children and their contemporaries around the world will be far worse than ours. I would also like my children to be able to choose mentally and physically healthy alternatives to driving, like walking and biking.</p> <p>I’m writing with concern about proposed projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, MAN-002 in the proposed Six-Year Plan, and roadway expansions in general in the TransAction plan. These projects will lock-in carbon emissions that we as a region and a world cannot afford. The concept of induced demand is clear – more roads will not solve traffic but will only create more traffic, more emissions, and more need for maintenance funding. We need to encourage development to occur where it can be served by resilient, equitable, community-building, and environmentally sound transportation options. No more massive road expansions please! The portions of these projects that represent busways, bicycle facilities, and pedestrian improvements are still very welcome!</p> <p>I would also like to note my support for proposed projects ARL-021, FFX-128, FFX-124, ALX-020, and CFC-008. These projects spend our limited resources on low or zero carbon transportation and take traffic off our limited and expensive roadways by giving people mode alternatives. We should be investing more in projects like these. For example, CFC-008 will take an existing roadway and make the sidewalks more accessible for pedestrians, accommodate bicyclists, and make intersections safer for all road users.</p> <p>The projects in this Six-Year Plan set the course for transportation services across Northern Virginia for decades to come. That means reducing vehicle miles traveled and road infrastructure liabilities, and moving towards services — bicycle and walking paths, bikeshare stations, bus rapid transit, light rail, trolleybuses — that help us get where we’re trying to, while improving our air quality, wellbeing, and communities, and saving extraordinary public dollars today and into the future. We’re all in this together, and there is a lot to consider in how the projects in this Six-Year Plan align with our long-term plans in the region. As such, I (and many of my neighbors) are volunteering to support this work — we’re glad to help the NVTA and VDOT NOVA make these plans as healthy, economically resilient, and great as they can be. Indeed, that’s our responsibility, and there’s never been a more important and urgent time.</p>	Oppose	22046
204	5/8/2022	Website	Andrew Olesen	FFX-121	See comment #203	Oppose	22046
205	5/8/2022	Website	Andrew Olesen	FFX-119	See comment #203	Oppose	22046
206	5/8/2022	Website	Andrew Olesen	FFX-126	See comment #203	Oppose	22046
207	5/8/2022	Website	Andrew Olesen	FFX-125	See comment #203	Oppose	22046
208	5/8/2022	Website	Andrew Olesen	LDN-025	See comment #203	Oppose	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
209	5/8/2022	Website	Andrew Olesen	LDN-024	See comment #203	Oppose	22046
210	5/8/2022	Website	Andrew Olesen	PWC-027	See comment #203	Oppose	22046
211	5/8/2022	Website	Andrew Olesen	PWC-029	See comment #203	Oppose	22046
212	5/8/2022	Website	Andrew Olesen	PWC-028	See comment #203	Oppose	22046
213	5/8/2022	Website	Andrew Olesen	PWC-036	See comment #203	Oppose	22046
214	5/8/2022	Website	Andrew Olesen	PWC-037	See comment #203	Oppose	22046
215	5/8/2022	Website	Andrew Olesen	PWC-035	See comment #203	Oppose	22046
216	5/8/2022	Website	Andrew Olesen	MAN-002	See comment #203	Oppose	22046
217	5/8/2022	Website	Andrew Olesen	ARL-021	See comment #203	Support	22046
218	5/8/2022	Website	Andrew Olesen	FFX-128	See comment #203	Support	22046
219	5/8/2022	Website	Andrew Olesen	FFX-124	See comment #203	Support	22046
220	5/8/2022	Website	Andrew Olesen	ALX-020	See comment #203	Support	22046
221	5/8/2022	Website	Andrew Olesen	CFC-008	See comment #203	Support	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
222	5/8/2022	Email	Antonina M. Nuzzo	PWC-027	<p>As a resident of Four Seasons at Historic Virginia, I am writing to object to the above referenced project.</p> <p>The traffic is very congested on 234 (Dumfries Road). A new shopping center, church and soon a Casino will be producing more traffic, noise and impact the traffic even more than it is now. Within a little over a mile there are at least six (6) traffic lights. I see people speeding right thru the red lights (including many trucks).</p> <p>The noise from 95 and 234 can be heard at my home and I live in the middle of our community. It will only get worse with the additional traffic.</p> <p>It will also ruin the creeks, wildlife, etc. that surround our community. With all of the construction around us, the wildlife has no place to go.</p> <p>The traffic from Dale Blvd., to Bonita Fitzgerald will impact that area. Trucks will be going right by an elementary school and down the middle of a community. Will trucks use this to avoid the truck weighing station? Also, when traffic is bad, will commuters use this road to get off of 95 and get back on at some other area? Similar to what happens when traffic backs up and commuters get off at Lorton.</p> <p>What will happen to the restaurants that are on Van Buren and 234? Also, the residents of Copper Mill. I am told there is an issue with exiting all three of these locations.</p> <p>Please reconsider. Some homes in our neighborhood will back right up to this road.</p>	Oppose	22025
223	5/9/2022	Website	Stephen Kopach	PWC-030	<p>I support building the Rt. 1 – Rt 123 Flyover and I believe that it should get a higher priority listing for Northern Virginia projects.</p> <p>Belmont Bay needs a second way to access the community for the health, safety and welfare for the people who live and work in that area. There is no secondary entry/escape to get vital services if the Dawson Beach access has been compromised in any fashion. In any event, the Flyover design should include sound barriers to isolate railroad and Rt. 1 noises from entering into the community. Proper landscaping techniques should be employed to soften sight lines of ramps and/or retaining walls. I would also recommend that all commercial traffic be limited to Dawson Beach Road and not utilize Express Way Rd. in front of the VRE Station. If possible, I would like to see if a roundabout could be utilized instead of a traffic light at the intersection of Express Way and Belmont Bay Drive.</p>	Support	22191
224	5/9/2022	Email	Robert Ellis	PWC-027	<p>I'm writing to say NO to the building of Van Buren Road. This extension will only bring more noise, more pollution, more traffic and provide a safety concern for all residence of this area. This road would destroy wildlife - just this morning I saw 3 deer and a fox - this road would take their habitat away. This road would turn a peaceful, forested area into a truck laden, traffic congested and provide a cut through for speeders. This project is only being considered because of money provided by developers. Please say NO in consideration of all who live here. The voters of this district do not want this project completed.</p>	Oppose	
225	5/9/2022	Email	Jose Chicas	CFC-008	<p>I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!</p>	Support	
226	5/9/2022	Email	Kristine Ward	CFC-008	<p>I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application.</p>	Support	
227	5/9/2022	Email	Sonia Ruiz-Bolanos, Ph.D	CFC-008	<p>I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!</p>	Support	
228	5/9/2022	Email	Vinny Shetti	CFC-008	<p>I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!</p>	Support	
229	5/9/2022	Email	David Wells	CFC-008	<p>I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!</p>	Support	
230	5/9/2022	Website	Kristen Campbell	ARL-021	<p>I am a condo unit owner at The Continental, which is located on the block on which the west entrance is proposed to be built. I am strongly opposed to this project. This block is just two blocks from the existing metro entrance; there is no need to have another metro entrance in such close proximity. The proposed entrance would also block access to my building from North Vermont St., which is the main way of accessing the parking garage and lot of The Continental. This block does not need more foot traffic that would inevitably come from an additional metro entrance. This project would be an unnecessary use of public funds, causing more problems than solutions. I urge you to either find another location – that would have less residential impact – for the west entrance or stop the project altogether.</p>	Oppose	22203
231	5/9/2022	Email	Maggie Wells	CFC-008	<p>I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!</p>	Support	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
232	5/9/2022	Email	William & Lucille Selfridge	PWC-027	<p>As residents of the Four Seasons Active Adult community in Dumfries since 2003, my husband and I are strongly opposed to the building of the Van Buren Road extension for the following reasons:</p> <ul style="list-style-type: none"> - The road was originally planned many years ago to relieve traffic on Rt 95 and Rt 1. Since then, Rt 95 has added HOT lanes and Rt. 1 is being improved and widened. - Three housing developments have been built in close proximity to the proposed road in recent years. The population of these communities consists of senior citizens as well as families with young children. - The road would bring development to acres of woodlands that are a habitat for all kinds of wildlife frequently seen in the outskirts of our community. - Development would bring more large trucks, air and stream pollution, and noise. <p>Many other residents of the Four Seasons community have expressed these concerns as well as numerous others. We feel that the return is not worth the millions of dollars that this project will cost to complete.</p>	Oppose	22025
233	5/9/2022	Email	Valerie Pratt	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
234	5/9/2022	Email	Nancy James Landis	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	22044
235	5/9/2022	Email	Keith Simpson	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application! I'm a resident in the city of Falls Church and live three house back off of N. Washington Street.	Support	22044
236	5/9/2022	Email	Tosha Bell	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
237	5/9/2022	Email	Arthur Agin	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
238	5/9/2022	Email	Gaston Gianni	PWC-027	<p>I'm writing to express my concerns about the proposed project. A project based on the current known facts; I DO NOT SUPPORT!! I want to know how you can approve funding for a project BEFORE the environmental study is completed. Also, what are the impact on project costs to address problems identified? The project is currently estimated to cost \$80 million. However, this is an old estimate and does not recognize increased cost due to inflation or any problems identified by the environmental study which is not expected before the end of the year. I have heard some cost estimates going over \$200 million!!! Is this another one of those projects where a number is thrown out just to get the foot on the door? Who is looking out for the taxpayers?? We are talking reel money here!!!!</p> <p>I have a number of concerns which I believe have not be adequately address by the Country. There are safety concerns about the road going through growing housing community of young families. The road also will potentially allow access to Four Seasons Community of seniors, creating a number of safety issues.</p> <p>What traffic problems will occur at the intersection of 234 and the proposed VBR? I have been told by county officials that issue is not a part of the proposed project!! I thought that a well-planned project would identify potential problems and present solutions and cost to the decisionmakers.</p> <p>Currently, the noise from I-95 is right under the noise levels which would require sound barriers. This is due to the many trees between I-95 and Four Seasons. However, these trees will be removed if the road is built as proposed. County officials say the road will not create a noise problem!! Let me see how this works--less trees and more traffic closer to the houses-- sounds like a noise problem to me.</p> <p>Why is the economic impact on home values (MOSTLY NAGATIVE) not required to be taken into consideration??</p> <p>If I were the decisionmaker on this project, I would, as part of my fiduciary responsibilities, send the project back to the county and ask them to adequately identify all the problems and how they will be mitigated and what is the REAL cost of this project!! I hope this is not a project is not a forgone conclusion and let the facts and cost be dammed!</p> <p>Thank you for allowing me the opportunity to express my concerns about this project.</p>	Oppose	22025

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
239	5/9/2022	Email	The Rev. Adam C. Bowling	PWC-027	<p>As a resident of the Montclair community, I just wanted to write you to let you know that I fully support the Van Buren Road extension. It is needed for the safety of the Montclair community. There is way too much north/south traffic on Waterway Drive which cuts through the Montclair community. When I-95 backs up and Route 1 backs up...folks come and cut through Montclair on Waterway Dr. Many of these people drive at unsafe speeds past one or two elementary schools.</p> <p>We need MORE north/south connections in Prince William County. In my humble opinion, this is the most important project that was proposed.</p> <p>This project has been planned for many years and continues to be delayed by outspoken residents of the Four Seasons Community. Know that the majority of the 3,600+ families in Montclair support this project. I would invite you to come talk to us at anytime and learn more about why this project is so important for the safety of our community.</p> <p>Thanks for all you do, and for your time and consideration in this matter.</p>	Support	22025
240	5/9/2022	Email	Jeni Porter	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
241	5/9/2022	Website	Lauren Page	PWC-027	I am in support of the Van Buren Rd expansion. I live off of Cardina Dr and this will help me quickly access I-95 to get to Quantico faster. Connecting this road will move a lot of traffic from Dale Blvd and alleviate congestion through Montclair. As the County gets future potential developments such as Rose Casino, road expansion projects will be needed. Less time on the road will also produce less carbon footprint. Currently I sit 8-10 min every morning on Dale Blvd trying to get to I-95. With Van Buren connecting to Cardinal Dr, I won't have to get on Dale Blvd. Easier commutes also improve home values. As a Realtor, I 100% support this project.	Support	22193
242	5/9/2022	Email	Will Swain	PWC-027	<p>As a resident of the Montclair community for the past few years, and longtime resident of the 22025 area since 1996, I have watched the area grow over the past 25+ years. I fully support the Van Buren Road extension as it is imperative to the safety of my community. Route 234 has grown, and along with it, traffic has come to a point where it is bursting at the seams on Waterway Dr. I plead for you to look at the safety aspect of building the Van Buren Road extension. Over the past few years, we have witnessed multiple deaths, pedestrian strikes, and crashes on Cardinal Dr and I do not wish to see this happen within my community. Montclair is a thriving community with many young families who have decided to make their home here. It would be tragic to see a family have to bear the death of a loved one due to crowded roads and aggressive driving when it could have been prevented. Not only does the thru traffic cause an excess of cars on the road, but I have also witnessed many times where thru traffic will speed and ignore the 4-way Stop at Waterway Dr and Northgate Dr. Cars will run straight through creating an enormous risk for a T-bone accident at that intersection. This does not even include the numerous times I have also seen speeding traffic through the Henderson and Pattie Elementary school zones. To simplify the problem, Waterway Dr has become too busy for its own good, it needs help.</p> <p>A dedicated North/South connector between Route 234 and Cardinal Dr. is imperative to relieving traffic through Montclair. With the Van Buren Road extension traffic from Dumfries, Triangle, and Quantico can now bypass Waterway Dr and proceed directly North/South on Van Buren Road as a new arterial route. We all know that traffic on I-95 and Route 1 is terrible and sometimes the locals have NO other North/South routes to get to and from the Potomac Mills area besides Waterway Dr. This creates tremendous congestion and aggressive driving during these times. It makes too much logical sense for the extension to be ignored as a viable option to relieve traffic in the area and not force locals onto the already crowded interstate or highly unpredictable Route 1.</p> <p>Some other communities do not share the same opinion as the residents of Montclair. They will write about the wildlife being displaced, Powell's creek being destroyed, or more road noise encroaching on their "quiet" mornings while they listen to trucks braking on I-95 during rush hour. These are all problems that can be solved, and I say this as an avid conservationist and hunter that knows wildlife will thrive if given the chance. The residents of Four Seasons do not have as much at stake here as the residents of Montclair do. Four Seasons is worried about issues that will not directly affect them and put their safety at risk. Every day I make a turn off Northgate Dr and pray that the oncoming traffic will stop and not T-bone my car while I take my son to daycare. What matters more at that point? A child's life or a quiet morning coffee without having to listen to more road noise? I dare you to tell me a life is less important than any issue they will bring to the table to stop this project.</p> <p>I hope that my point has been made that it is not a small matter to the residents of Montclair. The Van Buren Road Extension is a matter of safety as Waterway Dr becomes even more inundated with heavy thru traffic as this area continues to grow. Please think of the families that are so affected by this traffic and support the Van Buren Road Extension before the unthinkable happens to one of them.</p>	Support	22025
243	5/9/2022	Email	David Peterson	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
244	5/10/2022	Website	Sydney Bronaugh	FFX-131	I have lived in Fairfax my whole life and I feel adamantly that expanding highways will do absolutely nothing to make this place better and would in fact make it much worse. Studies have shown that expanding roads only expands the number of cars on the road rather than space for existing cars to avoid traffic. Traffic would remain congested, and carbon emissions would increase. Our society as a whole must become less reliant on cars, and northern Virginia is notoriously a culprit of heavy emissions from cars. Please put any funding for these projects to better use by investing in better and more widely accessible public transportation for the area. It disheartens me immensely how dangerous and difficult it is to walk around here, and how hard it is to get from one part of the area to another without access to a car (and even with access to a car, considering the traffic that will remain even if these projects come to fruition). Please put this time and money to better use and help to build a sustainable future for northern Virginia residents.	Oppose	22030
245	5/10/2022	Website	Sydney Bronaugh	FFX-121	See comment #244	Oppose	22030
246	5/10/2022	Website	Sydney Bronaugh	FFX-119	See comment #244	Oppose	22030
247	5/10/2022	Website	Sydney Bronaugh	FFX-126	See comment #244	Oppose	22030
248	5/10/2022	Website	Sydney Bronaugh	FFX-125	See comment #244	Oppose	22030
249	5/10/2022	Website	Sydney Bronaugh	LDN-025	See comment #244	Oppose	22030
250	5/10/2022	Website	Sydney Bronaugh	LDN-024	See comment #244	Oppose	22030
251	5/10/2022	Website	Sydney Bronaugh	PWC-027	See comment #244	Oppose	22030
252	5/10/2022	Website	Sydney Bronaugh	PWC-028	See comment #244	Oppose	22030
253	5/10/2022	Website	Sydney Bronaugh	PWC-029	See comment #244	Oppose	22030
254	5/10/2022	Website	Sydney Bronaugh	PWC-035	See comment #244	Oppose	22030
255	5/10/2022	Website	Sydney Bronaugh	PWC-036	See comment #244	Oppose	22030
256	5/10/2022	Website	Sydney Bronaugh	PWC-037	See comment #244	Oppose	22030
257	5/10/2022	Website	Sydney Bronaugh	MAN-002	See comment #244	Oppose	22030
258	5/10/2022	Website	Evan Pritchard	ARL-021	Need a second Ballston Metro entrance. Thanks	Support	22201
259	5/10/2022	Email	Donna Burke-Fonda	PWC-027	As a resident of the Montclair community, I just wanted to write you to let you know that I fully support the Van Buren Road extension. It is needed for the safety of the Montclair community. There is way too much north/south traffic on Waterway Drive which cuts through the Montclair community. When I-95 backs up and Route 1 backs up, cars cut through Montclair on Waterway Dr. Many of these people drive at unsafe speeds past one or two elementary schools. When crossing Waterway on foot, after getting off of the commuter bus, I feel like I am putting my life at risk, as the cars come through so fast. We need MORE north/south connections in Prince William County. This is the most important project that was proposed and should move forward. This project has been planned for many years and continues to be delayed by outspoken residents of the Four Seasons Community. Know that the majority of the 3,600+ families in Montclair support this project. I would invite you to come talk to us at anytime and learn more about why this project is so important for the safety of our community. Thanks for all you do, and for your time and consideration in this matter.	Support	22025
260	5/10/2022	Email	Janet Easton	PWC-027	YES- I am in favor of the Van Buren Road Extension The approval of the Van Buren Road Extension is vital to alleviate traffic congestion on Cardinal Drive and Waterway Drive. The Waterway corridor serves as a major cut through for traffic avoiding interstate 95 due to excessive traffic back ups and accessing communities along Rt 234. This puts a severe strain on the roadway capacity of a large family residential neighborhood (Montclair). Van Buren will provide a much safer and more direct access to the communities along Rt 234, such as Four Seasons retirement community, and a by pass to access I95 when accidents and excessive traffic back up the travel lanes there.	Support	22025
261	5/10/2022	Email	Christopher Easton	PWC-027	YES- I am in favor of the Van Buren Road Extension The approval of the Van Buren Road Extension is vital to alleviate traffic congestion on Cardinal Drive and Waterway Drive. The Waterway corridor serves as a major cut through for traffic avoiding interstate 95 due to excessive traffic back ups and accessing communities along Rt 234. This puts a severe strain on the roadway capacity of a large family residential neighborhood (Montclair). Van Buren will provide a much safer and more direct access to the communities along Rt 234, such as Four Seasons retirement community, and a by pass to access I95 when accidents and excessive traffic back up the travel lanes there.	Support	22025
262	5/10/2022	Email	Lynnett Myers	PWC-030	Good morning. I'm writing to inform you I'm opposed to the 123 flyover into Belmont bay. I think the money will can be utilized by expanding the Rte 1 bridge into Fairfax County.	Oppose	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
263	5/10/2022	Website	Diane Daly	PWC-027	The Van Buren Extension (VBE) is NECESSARY. This has been known since at least 2006. The volume of new housing developments along 234 has created untenable traffic throughout the 234 corridor. Four Seasons, Brittany, and all the other newer developments have necessitated another North/South corridor – and the plans have been the VBE for years. The time is NOW – PWC and VDOT must ACT NOW and begin the VBE, necessitated by the unlimited growth along 234 and Cardinal Drive. Waterway Drive is NO LONGER a viable north/south corridor to serve the developments that PWC has allowed along 234 and Cardinal. STEP UP AND DO WHAT IS NEEDED. Thank you.	Support	22025
264	5/10/2022	Email	Kate Morrison	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
265	5/10/2022	Website	Douglas Nash	PWC-027	I strongly support the Van Buren Road Extension Project. As a 19-year resident of Montclair, I have noticed the dramatic increase of traffic along Waterway Drive during rush hours from 3 to 6 pm every weekday. Not only is the increased traffic a hazard to school children attending the two elementary schools in our community, but excessive speeds have led to a noticeable increase in the number of traffic accidents. Approving the Van Buren Road Extension will go a long way towards lowering the amount of traffic congestion for everyone concerned. Thank you.	Support	22025
266	5/10/2022	Email	Desiree Lopez	PWC-027	There are many issues I could write about such as: loss of wildlife- turkeys, birds, racoons, foxes, coyote, deer, etc. increased pollution of noise and fumes from I 95 and VBR, concerns about our creeks, especially Powell and Dewey, for Four Seasons - truck traffic and industrial development right next to our residential community, three communities seriously affected, difficulty that Copper Mill Estates residents will have getting in/out of their community, Cardinal Grove will have traffic going right through the middle of their community, \$80 million dollars for a 2 mile road, inadequate intersection plans for VBR at Route 234, increased traffic on 234, increased truck traffic on 234, Prince William County submitted an incorrect map to the NVTA- it was not the County map rather a poorly hand drawn map that neglected to show an additional access road. We need better resolutions to all these problems. That casino should have never been approved without proper planning and consideration of prince William county residents.	Support	22025
267	5/10/2022	Email	Steven A. Rogers	CFC-008	I am writing in support of funding the [proposed] North Washington Street Multimodal Improvements Project. Currently North Washington Street from Columbia Street in the City of Falls Church to Westmoreland Street in Arlington is unsafe, as pedestrians are not separated from speeding traffic. Going northeast on Washington Street it has both a curve and goes downhill. Speeds of 40 mph or higher are not uncommon. The intersection at Gresham Place is especially dangerous for my Gresham Place neighbors where turning left out of Gresham place is difficult and dangerous. This is also a problem for those cars that need to exit the office building (Gateway Plaza at Gresham Place. We are confident that the proposed street improvement will also serve to slow traffic in that area. The Gresham Place HOA feels that the most critical part of the plan involves the proposed traffic light at Gresham Place. For many years the fire station emergency signal light was linked to the light on Westmoreland allowing the safe access and egress from Gresham Place. Since around Thanksgiving 2021 the light has ceased to function in that manner and only blocks traffic on Washington when the fire station uses the light. We have contacted both Falls Church and Arlington and to date have had no success in fixing this problem. The NVTA's assistance in correcting this safety problem by approving and even accelerating this project would be welcomed.	Support	22046
268	5/10/2022	Website	William Rogers	ARL-021	Need a second Ballston Metro entrance. Thanks	Support	22201
269	5/10/2022	Email	Susie Wright	PWC-030	I am opposed to the current PWC-30 interchange plan through Belmont Bay for the following two reasons: 1. The traffic configuration will require heavy and medium industrial trucks to enter the Belmont Bay neighborhood via Express Drive to reach the Rt. 123 interchange. Some of these trucks are transporting heavy, large precast concrete slabs. There is a new distribution center being built on Dawson Beach route which will have delivery trucks traveling along Express Drive, past the VRE, to exit out via the Rt. 123 interchange. These vehicles currently enter and exit Dawson Beach Road directly onto Route 1. 2. The proposed PWC-30 interchange will split the current Belmont Bay neighborhood in half. The design is too large and will eat up a big chunk of the current trees and green space around the swimming pool/tot lot/tennis court area. When this plan was first proposed in 1999, it was to accommodate the planned retail and commercial space submitted by the developer, which was not completed. A lot has changed since then and this plan does not reflect what is currently needed.	Oppose	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
270	5/10/2022	Website	Jennifer Hills	PWC-027	<p>As a resident of the Montclair community, I just wanted to write you to let you know that I fully support the Van Buren Road extension. It is needed for the safety of the Montclair community. We have two elementary schools that back onto Waterway Drive. Both of these elementary school are walk to schools with a huge amount of pedestrian traffic. Not to mention all the students who also walk to these elementary schools for activity/transfer buses. Waterway is also a highly pedestrian walkway. There is way too much north/south traffic on Waterway Drive which cuts through the Montclair community. When I-95 backs up and Route 1 backs up...folks come and cut through Montclair on Waterway Dr. Many of these people drive at unsafe speeds past one or two elementary schools.</p> <p>We need MORE north/south connections in Prince William County. In my humble opinion, this is the most important project that was proposed. The reality is our county is growing. We need more roads to balance the burden of traffic in our area. Having all the responsibility of a cut through to I-95 rest on the residents of Montclair is unfair. Let's share the load and finish the Van Buren Road extension. This project has been planned for many years and continues to be delayed by outspoken residents of the Four Seasons Community for reasons other than community safety. Know that the majority of the 3,600+ families in Montclair support this project Thanks for all you do, and for your time and consideration in this matter.</p>	Support	22046
271	5/10/2022	Email	Angad Kalra	PWC-030	<p>I am for this effort: currently only one entrance/exit exists for Belmont Bay residences. What happens if that current road closes due to an emergency, how are the 2000+ families able to access their home?There needs to be another bridge between route 1 and entrance to the Belmont Bay community so at least if one road closes, the residences still have access to get into or exit Belmont Bay.</p>	Support	
272	5/10/2022	Website	David Kinney	ARL-021	<p>This is the one improvement that would clearly improve my quality of living and I think it should be prioritized. Thanks.</p>	Support	22201
273	5/10/2022	Email	Cynthia Hund	PWC-030	<p>I do NOT want this bridge to be built into Belmont Bay near our tennis courts. This is NOT needed now that Caruthers is no longer building an office in that area</p>	Oppose	22191
274	5/10/2022	Email	Joseph Wright	PWC-030	<p>I adamantly oppose the flyover proposed in the PWC-030-Route 1 at Route 123 Interchange.</p> <p>The flyover would not only destroy many aspects of the Belmont Bay neighborhood, it would also ensure that the planned development across Route 123 from Belmont Bay would not occur.</p> <p>The flyover would force the multitude of heavy industry trucks that haul scrap metal and compacted cars, massive cement structures, and tow trucks that currently use Dawson Beach Road for direct access to their businesses to divert through the Belmont Bay neighborhood, and in front of a very busy VRE commuter station. The noise, pollution, wasted fuel and additional traffic, especially during rush hours at the VRE parking lot that would occur under your plan is unnecessary and unwarranted.</p> <p>The proposed interchange is based on antiquated ideas of proposed development in the Belmont Bay neighbor that never occurred. It also does not take into consideration the proposed traffic flow along Route 123 for the soon to be developed section of the Woodbridge Small Area Plan.</p> <p>There have been other, more current and targeted proposal on how to ensure optimal traffic movement without destroying the Belmont Bay neighborhood. An alternative approach that addresses both the concerns of the residents of Belmont Bay and the necessity to ensure intelligent traffic flow in this area needs to be considered. Please do not approve this project.</p>	Oppose	22191
275	5/10/2022	Email	Raymond Thormin	PWC-030	<p>I am writing in regard to the proposal to put a flyover bridge at 123 connecting to Belmont bay drive.</p> <p>I am in opposition to it. This project was conceived in 1999 when the Caruthers family development planned to build 1.5 million square feet of office space. The Caruthers developers has no plans today to build those buildings so, in my mind, the flyover is not necessary.</p> <p>This bridge will only cause issues within the existing neighborhood by splitting the developed areas on oneside away from the neighborhood recreation areas on the other.Looking at VDOTs possible plans, Belmont bay drive traffic will be held at a light at the intersection of Express and Belmont bay. Within yards of residential homes. Children and residents will incur greater risk as they attempt to access our recreation area. This bridge and incoming traffic will make foot traffic in our neighborhood a perilous endeavor.</p> <p>I suggest VDOT find better places to spend the funding. Places like:</p> <p>A) resurfacing the route 1 occaquan river bridge</p> <p>B) installing a 4 lane underpass at the route 1 railway bridge where route 1 splits of into I-95S (Fairfax county) and route 1 south. A notorious traffic backup.</p> <p>C) Rt. 1 and the Prince William Parkway.</p> <p>D) investing in fixing the infamous occaquan river choke points on I-95N and South. Egress points and ingress points that jam up traffic to the point of gridlock in the morning and evening commute</p> <p>All of these locations are better suited for resources than a bridge into a neighborhood that does not require nor want it.</p>	Oppose	22191
276	5/10/2022	Email	Sheila Wilson	CFC-008	<p>Greetings! Im writing in support of North Washington Street Multimodal Improvements Project (application#CFC-008). This much need improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!</p>	Support	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
277	5/11/2022	Email	Gretchen E. May	PWC-027	<p>Please vote NO to the Van Buren Road extension. I am against it basically because it is extremely expensive and a bad idea to spend \$100 million dollars on a road that will only connect Benita Fitzgerald rd to route 234. It is due to END at 234 on one end. It is an ultra expensive road to NOWHERE! It is an Extremely expensive (from what I understand \$100 million) road to NOWHERE at a time when our county could be putting that money to better use by repairing roads that are full of potholes, poorly painted lines or other.. We could certainly afford to give our police more money to expand their patrols with the hopes of reducing speeding and reckless driving that AFFECTS all of our communities! When living in Nottingdale section of Dale City, a man with an expired drivers license and no insurance hit my car. I would like to see that money spent trying to catch, and punish the drunk, reckless and in some cases, unlicensed drivers that are recklessly killing innocent people on our streets and getting away with it with no penalty. Each day I go out of my development (presently in Four Seasons) I deliberately pause after our light turns green because My husband and I have seen so many trucks, cars run the RED lights. Speeding, reckless driving and potential death do not just occur in one neighborhood, it is rampant everywhere and simply cannot continue.</p> <p>I know that Montclair is concerned about speeding and trucks driving through their community. I maybe wrong in this but I do recall seeing a NO Truck through way sign posted in Montclair on Waterway? If that sign is not there, why not? I remember when Montclair voted to open their private roads to the public due to the high cost of maintaining their private roads. They had plans for schools along Waterway just as Dale City and Lake Ridge had plans for schools along their main roads. That was Their choice to open their roads to the public. But all of our communities would benefit by increasing police presence and catching some of these speeders and punishing them. I do not want to see any child in any community hit by a speeding or reckless driver no matter what vehicle he is driving.</p> <p>It is the extreme cost of this Van Buren road to nowhere that has me very worried. We already are widening roads (route One) and planning extended HOT roads. We need to replace old bridges and repair what we have. And Figure out how to STOP reckless, speeding drivers who disregard all laws.</p>	Oppose	22025
278	5/11/2022	Website	Clare Lyons	PWC-027	I am a Montclair resident in favor of this plan. There are traffic concerns that need to be addressed due to growth.	Support	22025
279	5/11/2022	Website	Edward Hazelwood	ARL-021	The West entrance for the Ballston MU Metro station is long long long overdue. It was allegedly part of the plan when I bought my house 22 years ago. That sure didn't happen. Seriously an entrance at N Vermont Street and Fairfax drive is sorely needed.	Support	22201
280	5/11/2022	Website	Benjamin Rudofsky	ARL-021	This project would meet a critical need for the burgeoning population of Ballston. Rapid development and increased density has put massive pressure on the one entrance, and the opening of a west entrance would encourage increased economic development and amenities towards the west side of Ballston.	Support	22201
281	5/11/2022	Website	James Pasternak	PWC-027	I support the Van Buren Road Extension project	Support	22025
282	5/11/2022	Website	John Preniczky	ARL-021	A second entrance to the Ballston-MU station at the west-end of the station is needed because there is too much congestion at the single entrance on the east-end of the station. It will also provide better access to the many businesses and Universities in the high-rise buildings along N. Glebe Road.	Support	22207
283	5/11/2022	Website	James Davenport, on behalf of Arlington Transit Advisory Committee	ARL-021	<p>On behalf of the Arlington Transit Advisory Committee, I am writing to express our staunch support for full Authority funding of Arlington County's \$80 million application for the Ballston-MU Metrorail Station West Entrance. This project is a critical improvement to the regional transit network and supports the Authority's programming goals of modal and geographic balance. This project will construct a second entrance to the Ballston-MU Metrorail Station at North Fairfax Drive and North Vermont Street, a quarter mile to the west of the existing entrance at the far eastern edge of the train platform. The new entrance will include stairs and street-level elevators connecting to the fare payment area (fare gates, fare vending machines, and an attended kiosk), an underground passageway, and a new mezzanine with stairs and elevators to the train platform. The new entrance will provide more direct access to communities on the west side of Ballston. It will relieve congested conditions at the current entrance and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains. It will also provide additional egress during emergencies and improve bus-to-Metrorail transfers for regional routes entering Ballston from Interstate 66.</p> <p>It is estimated that Metro ridership will make significant recovery, to the pre-pandemic levels, by the time the Ballston West Entrance is completed in 2026. Therefore, now is the time to award the funding required to complete the design and construction of the project. In Ballston, high-density redevelopment with lower building parking ratios continues, following on the new commercial developments along North Glebe Road completed during the last several years. Ballston continues to grow as a regional activity center and will soon have improved direct transit access from western Fairfax County, eastern Loudoun County, and Washington Dulles International Airport (IAD) with the opening of the Metrorail Silver Line Phase 2 expected later this year.</p> <p>We urge the Authority to fully fund Arlington's \$80 million request for the Ballston-MU Metrorail Station West Entrance in the FY2022-FY2027 Six Year Program and continue the Authority's commitment to multimodal transportation solutions that serve all regional users.</p>	Support	22206

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
284	5/11/2022	Website	James Davenport	PWC-027	I support the Van Buren Road Extension project.	Support	22025
285	5/11/2022	Email	Marie Lemmon	PWC-027	I live in Powell's Landing in 22191 and I am in favor of the VanBuren expansion. Infrastructure is critical in order to actually move in this area. It should not take me 45 minutes to get to a grocery store three miles from my home. Again, this road is needed.	Support	22191
286	5/12/2022	Website	Lawrence Smith	ARL-021	This West Metro entrance is desperately needed. It was originally supposed to be built in 2005 to accommodate the extra density that would occur from various office buildings and condos that were constructed between 2003 and 2005. Since 2005, at least 10 new large apartment buildings and many new office buildings have been constructed in the Ballston area including many on the West end of Ballston. The population of Ballston has increased by tens of thousands but no expansion to the Ballston Metro has been completed. It is desperately needed and should be built as soon as possible.	Support	22201
287	5/12/2022	Website	Stefanie Walker	ARL-021	I live near this Metro Station and use it several times a week. Rebuilding the entrance is an important project that serves thousands of commuters and energizes the public/commercial area around the station.	Support	22203
288	5/12/2022	Website	Azar Attura	Other	The last time I was at the Ballston bus port was on May 9, when the bus stops had been removed and the street which I had been on less than 3 hours before— was being torn up — I had no way of finding out where the bus stops had been moved and ended up taking the train to Rosslyn where I could catch an alternate bus, this wasting my time — this is not a little podunk burgh — someone needs to be on top of this ongoing situation at Ballston, to physically be there to direct riders to their bus stops when unexpected issues like these arise	Other	22204
289	5/12/2022	Email	Joseph Schiarizzi	FFX-131	Hello, I am Joseph Schiarizzi, Chair of the Environmental Sustainability Council in the city of Falls Church, and a citizen of Northern Virginia. The proposed 6 year construction plan proposes widening highways and expanding lanes. This will lock in an increase in carbon emissions, make it impossible to hit the region's sustainability goals for the next 25 years, and be the biggest mistake of the lives of any Authority leaders who vote for it. We know highway expansion has never solved traffic, and yet it destroys our chances at hitting the region's greenhouse gas emissions goals (transportation being the largest sector they are from.), is bad for public health and safety, and will further segregate our neighborhoods to isolated pockets between highways. I urge the Authority to reconsider the expansion plans and go back to the towns and cities this affects for more feedback.	Oppose	
290	5/12/2022	Email	Joseph Schiarizzi	FFX-121	See comment #289	Oppose	
291	5/12/2022	Email	Joseph Schiarizzi	FFX-119	See comment #289	Oppose	
292	5/12/2022	Email	Joseph Schiarizzi	FFX-126	See comment #289	Oppose	
293	5/12/2022	Email	Joseph Schiarizzi	FFX-125	See comment #289	Oppose	
294	5/12/2022	Email	Joseph Schiarizzi	LDN-025	See comment #289	Oppose	
295	5/12/2022	Email	Joseph Schiarizzi	LDN-024	See comment #289	Oppose	
296	5/12/2022	Email	Joseph Schiarizzi	PWC-027	See comment #289	Oppose	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
297	5/12/2022	Email	Joseph Schiarizzi	PWC-029	See comment #289	Oppose	
298	5/12/2022	Email	Joseph Schiarizzi	PWC-028	See comment #289	Oppose	
299	5/12/2022	Email	Joseph Schiarizzi	PWC-036	See comment #289	Oppose	
300	5/12/2022	Email	Joseph Schiarizzi	PWC-037	See comment #289	Oppose	
301	5/12/2022	Email	Joseph Schiarizzi	PWC-035	See comment #289	Oppose	
302	5/12/2022	Email	Joseph Schiarizzi	MAN-002	See comment #289	Oppose	
303	5/12/2022	Email	Amber Pitts	ARL-021	I'm registering my support for the Ballston Metro West Entrance. My husband's commute would be significantly decreased, giving us more time with him at home. Also, the convenience of getting in and out of DC with the kids would be greatly increased. Please support my family and the other residents in this area by pressing forward with this addition.	Support	22205
304	5/12/2022	Website	Caitlin Keller	Other	Widening roads does not improve traffic. By the time this plan is complete, the housing developments around the area will be more than the roads can handle once again. The definition of insanity is "doing the same thing over and over again and expecting different results;" it is time to invest in better band more-regular bus systems and accessible high-speed rail.	Other	20120
305	5/12/2022	Website	Drew Toher	Other	Stop widening highways and focus on mass public transit and creating more walkable communities. There should be a train alongside 95, not more highway lanes. NoVA has some of the worst traffic in the country because we continue to embrace these plans. Climate change is an urgent call for us to rethink our car centric approach to transportation and we here in NoVA can be a model for the rest of the country. Thanks.	Other	22307
306	5/12/2022	Website	Connor Pace	Other	We need better public transit – not more lanes. Stop expanding infrastructure that only works against out GHG and livability goals.	Other	22203
307	5/12/2022	Website	James Coyle	CFC-008	This is an important project for the City of Falls Church. It is part of the City's continuing effort to improve the multi-modal aspect of this important transportation gateway for the City and County.	Support	22046

PUBLIC HEARING

308	5/12/2022	Public hearing: in person	Douglas Stewart, on behalf of Sierra Club	ALX-018	<ul style="list-style-type: none"> •We support expanding clean transportation options that reduce greenhouse gas emissions and expand travel choice. •15 of the 26 candidate projects in the six-year program are primarily road expansion projects, and 10 of the top 13 ranked projects are roads. Congestion reduction rankings that guide the scoring for these projects tell the partial story, this process does not take into account induced demand from adding new capacity for single occupancy vehicles. •We know from experience and peer reviewed research that widening roads results in more driving, generally cancels out congestion relief within 10 years. Adding new road capacity is not going to solve the congestion problem. •The following projects deserve priority funding in the six-year program: West End Transitway in Alexandria, the Ballston Metrorail second entrance in Arlington, Richmond Highway bus rapid transit in Fairfax, Soapstone Drive extension in Fairfax, Falls Church pedestrian safety and streetscape improvements on North Washington Street to improve access to the West Falls Church metro station, and the addition of eight new electric buses to the Fairfax Connector service. •These projects will likely score much higher if we account for induced demand and conversely, the benefits of smart growth and transit-oriented development and expanding transportation choices. •If we give people more choices, we're going to create a more resilient and equitable transportation systems. 	Support	
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No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
309	5/12/2022	Public hearing: in person	Douglas Stewart, on behalf of Sierra Club	ARL-021	See comment #308	Support	
310	5/12/2022	Public hearing: in person	Douglas Stewart, on behalf of Sierra Club	FFX-128	See comment #308	Support	
311	5/12/2022	Public hearing: in person	Douglas Stewart, on behalf of Sierra Club	FFX-121	See comment #308	Support	
312	5/12/2022	Public hearing: in person	Douglas Stewart, on behalf of Sierra Club	CFC-008	See comment #308	Support	
313	5/12/2022	Public hearing: in person	Douglas Stewart, on behalf of Sierra Club	FFX-124	See comment #308	Support	
314	5/12/2022	Public hearing: in person	Theo Stamatis, on behalf of Loudoun County Chamber of Commerce	LDN-023	<ul style="list-style-type: none"> •I want to publicly recognize North Virginia Transportation Authority staff and members for your hard work to improve the transportation network in Northern Virginia, which fundamentally supports our prosperity, quality of life capacity to create jobs, and accommodate the population growth that our communities have experienced. •I ask the authority to commit funds for three Loudoun County transportation projects - Route 7 corridor intelligent transportation system, Route 7 improvements from Route 9 to Dulles Greenway, and Loudoun County Parkway interchange at Route 50. •By reducing congestion, these three projects will provide benefits to not just the Loudoun communities, but also to corridors that transverse multiple Northern Virginia jurisdictions. 	Support	
315	5/12/2022	Public hearing: in person	Theo Stamatis, on behalf of Loudoun County Chamber of Commerce	LDN-025	See comment #314	Support	
316	5/12/2022	Public hearing: in person	Theo Stamatis, on behalf of Loudoun County Chamber of Commerce	LDN-028	See comment #314	Support	
317	5/12/2022	Public hearing: by phone	Asim Zubair	Other	<ul style="list-style-type: none"> •County needs to budget for noise barriers on Fairfax County Parkway closer to my neighborhood. Because of the huge traffic volumes, the noise is just unbearable. •When is the Metrorail Silver Line extension to Loudoun County opening? 	Other	22015
318	5/12/2022	Public hearing: by phone	Evan Wiener	Other	<ul style="list-style-type: none"> •I commute to DC for my work, and it'd be very helpful to provide more travel choices on Route 7, for example, the expansion project could include dedicated bus lanes. •In Reston area, roadway network designs are dangerous for pedestrians; you have to cross four lanes plus the center median lanes. It seems to be very car centric around here instead of people centric. In Alexandria, you have those dedicated bus lanes that helps out during rush hour, and streets are better designed to accommodate pedestrians. In Loudoun, you need a car to access anything, Loudoun 1 development is an example. •Widening lanes on roadways does not solve anything, instead you should provide dedicated bus lanes. 	Other	
319	5/12/2022	Public hearing: by phone	Fred Hussein	FFX-128	<ul style="list-style-type: none"> •I am here to support the Route 1 bus rapid transit project. I am supporting this project because this project is not only build the bus line to Fort Belvoir, but also create opportunities to extend the bus rapid system into Prince William County. •Local leaders have been talking about extending Metrorail Blue Line in this area, but I think a BRT system is a more feasible option. This project will also create a framework to provide BRT services on other major roadway corridors, for example Route 29 in Fairfax County. •I also support the West End Transitway project in Alexandria, another BRT system framework to reduce car dependence. •In addition, I support the following - Prince William Parkway/Minnieville Road Interchange project, Route 123/Route 1 Interchange project. I don't know the benefits for the Van Buren Road project, it looks like another traffic feeder. 	Support	22026
320	5/12/2022	Public hearing: by phone	Fred Hussein	ALX-018	See comment #319	Support	22026
321	5/12/2022	Public hearing: by phone	Fred Hussein	PWC-031	See comment #319	Support	22026
322	5/12/2022	Public hearing: by phone	Fred Hussein	PWC-030	See comment #319	Support	22026
323	5/12/2022	Public hearing: by phone	Fred Hussein	PWC-027	See comment #319	Oppose	22026

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
324	5/12/2022	Public hearing: by phone	Allen Muchnick	PWC-035	<ul style="list-style-type: none"> •I live in the City of Manassas. The authority should promote robust public involvement at an earlier stage in the project funding process. It should require all localities and agencies that plan to submit projects for authority funding under a six-year program, as well as under the federal RSTP and CMAQ programs, to first hold local advertised public hearings well in advance of any formal endorsement by the governing body. •Project submission lists are often compiled by agency staff behind closed doors and then endorsed for submission by the local governing body without any opportunity for public comment as a routine consent agenda item. •Prince William counties proposed Route 28 Bypass along the Flat Branch floodplain is one NVTA funded project that has repeatedly suffered from lack of early and meaningful public involvement. •The old Centerville Road widening project currently being considered for funding was not a Route 28 Bypass alternative, as recommended by the route 28 feasibility study. Nevertheless, this is clearly a superior alternative to extending Godwin drive along the Flat Branch Creek for several reasons. If this project is funded (Old Centerville Road), the Prince William County portion of the Bypass alignment along the Flat Branch floodplain should be abandoned. 	Support	
325	5/12/2022	Public hearing: by phone	Mark Scheufler	PWC-035	<ul style="list-style-type: none"> •I strongly support funding for the Old Centerville Road project in Prince William County, with two caveats - first, abandon the Prince William County portion of the Route 28 Corridor Improvements project (Rte. 28 Bypass), on the environmentally sensitive Flat Branch floodplain; second - to use the previously allocated \$89 million (Rte. 28 Corridor Improvements) to construct the Fairfax County portion of the project, plus the new bridge over the Bull Run. •Widening Old Centerville Road is a least environmentally damaging practical alternative to the Rte. 28 Bypass alignment in Prince William County. It will provide opportunities to improve bike ped infrastructure closer to existing current population densities, and future local bus transit in the equity emphasis areas. •In short, roadway lane mile projects incentivize people to drive more, which leads to more auto oriented development, making it difficult to meet regional/state/federal greenhouse gas emission objectives and goals. A structural change in planning investment needs to occur to reduce vehicle miles traveled. •I also support projects in the Six-year Program where roadway capacity is not focus. These include - Ballston Metrorail second entrance, Route One BRT, Highway Seven ITS corridor, the West End Transitway in Alexandria, and the North Washington Street multimodal improvements project in Falls Church. 	Support	
326	5/12/2022	Public hearing: by phone	Mark Scheufler	ARL-021	See comment 325	Support	
327	5/12/2022	Public hearing: by phone	Mark Scheufler	FFX-128	See comment 325	Support	
328	5/12/2022	Public hearing: by phone	Mark Scheufler	LDN-023	See comment 325	Support	
329	5/12/2022	Public hearing: by phone	Mark Scheufler	ALX-018	See comment 325	Support	
330	5/12/2022	Public hearing: by phone	Mark Scheufler	CFC-008	See comment 325	Support	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
331	5/12/2022	Public hearing: by phone	Jason Stanford	Other	<ul style="list-style-type: none"> •I wanted to comment on the broader approach to transportation improvements in Northern Virginia. •The National Capital region's transportation planning board recently released some important analysis that puts our broader transportation and land use conversation in perspective. •First, this analysis shows that the current regional transportation plan, which includes both roadway and transit improvements will meet all federal air quality standards and reduce air pollution in our region. •Second, density and high-capacity transit corridors will increase by an additional 40% over the next 20 years, showing the region's commitment to dense transit-oriented development. •Additionally, two thirds of our transportation dollars will be spent on transit while 7% of our trips will be taken via transit and 80% via automobile. As a result, high-capacity transit lane miles will increase by 28%, while roadway lane miles will increase by 5%. A significant portion of which are managed toll lanes. These investments will increase transit trips by 28%, and walking bike trips by 20 39%. •50% of the region's 1.3 million new people and 1 million new jobs are expected to come to Northern Virginia. While we may not always agree on every project, the authority does an exceptional job of investing in all modes of transportation to accommodate that growth. The Alliance urges you to continue this approach to transportation, it is critical to the success of our region. •Another issue that has come up recently is the concept of induced demand. While there's a lot wrong with the way this academic concept is being applied to NVTA, I challenge you to think about this issue as relieving congestion of suppressed demand. Highway investment decision should be based on a full accounting of costs and benefits over the service life of a facility. •Robert Corbeau, the professor who first proposed the idea of induced demand, later added that induced demand studies say nothing about other benefits conferred by highways, such as increased economic productivity, or satisfaction of one's preference for suburban living. •Finally, since I'm out of time, I'll be sharing our list of supported projects via email, including the Ballston Metrorail second entrance project. 	Other	
332	5/12/2022	Public hearing: by phone	William Lidell	PWC-027	<ul style="list-style-type: none"> •I consider Van Buren Road project to be an unnecessary use of local and your funds for an equally unnecessary highway addition in our county. •This road has stayed dormant on the county maps for about 40 years, never completed between Cardinal drive and Dumfries Road, and in the meantime, three communities have been built close to the proposed route. We purchased homes next to the forested land, with no expectation of someday having warehouses or other industrial businesses in our backyards, with semi-trucks rolling by 24/7. •While Route 1 and I-95corridors are being improved to deal with congestion, why build an unwanted four lane 100-foot-wide road with no truck restrictions within 500 to 1000 feet of our homes. •Quoting Virginia Senator Surovell - why destroy three communities with a 40 year old road plan? 	Oppose	
PUBLIC COMMENTS - CONTINUED							
333	5/13/2022	Website	Eden Heard	CFC-008	A HAWK signal would be a great safety asset at this intersection. We walk all over the city and now have teens who walk on their own and need to cross N. Washington. The HAWK signal would make crossing safer.	Support	22046
334	5/13/2022	Website	William Ackerman	CFC-008	I am writing in support for the multimodal transportation grant especially for the intersection of Rt 29/N. Washington and Jefferson, where a HAWK signal is proposed (HAWK is a ped activated signal to allow safe crossing), among many other pedestrian, traffic calming, intersection, utility undergrounding, and sidewalk improvements along N. Washington as part of a \$22.5M grant application. It's our residents' and visitors' primary access to/from Est Falls Church Metro and will be part of the route of the future Bus Rapid Transit network in Northern Virginia. Thank you for your time.	Support	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
335	5/13/2022	Email	Shaun Dakin	CFC-008	<p>Re</p> <p>--> Take 2 minutes and help support a new multimodal* transportation grant for Falls Church by 5/22</p> <p>Anyone recognize this intersection? Or tried to cross the street here? (Hint, it's in the NE corner of the city.)</p> <p>This is the intersection of Rt 29/N. Washington and Jefferson, where a HAWK signal is proposed (HAWK is a ped activated signal to allow safe crossing), among many other pedestrian, traffic calming, intersection, utility undergrounding, and sidewalk improvements along N. Washington as part of a \$22.5M grant application for the next round of The Northern Virginia Transportation Authority funding. Rt 29/N. Washington is an important commercial and residential corridor - it's our residents' and visitors' primary access to/from East Falls Church Metro and will be part of the route of the future Bus Rapid Transit network in Northern Virginia.</p> <p>*Why multimodal and not just more or wider roads? The better multimodal (and non car) transportation infrastructure we build, the safer our roads will be for pedestrians/cyclists/scooters, the less car congestion we'll have, and the healthier our people and planet.</p> <p>Whether you're a resident, business, or visitor - you can provide a quick comment of support here before the 5/22 deadline https://thenovaauthority.org/syp-comment or email: SYPcomment@TheNoVAAuthority.org</p> <p>Help spread the word!</p>	Support	22046
336	5/13/2022	Website	Mary Ann Dziejma	PWC-027	<p>I object to funding this project. The road would impact several communities, basically running next to backyards. The noise and pollution would be detrimental. The destruction of greenspace and wildlife is inexcusable. The connection to Rt 234 is dangerous already, increased truck traffic would increase vehicular collisions.</p> <p>The money could be better used elsewhere.</p> <p>Please say NO to Van Buren road extension.</p>	Oppose	22025
337	5/13/2022	Website	Kate Walker	CFC-008	<p>I strongly support this project. As a formerly frequent user of the East Falls Church metro station, I regularly walked along N Washington St, and had to cross it. It always seems a hazardous journey. The proposed project will make it safer to walk and cycle to metro, improving transit access for City residents and making transit a more attractive option for visitors to Falls Church.</p>	Support	22046
338	5/13/2022	Website	William Austin	PWC-027	<p>The Van Buren Road North Extension should be expedited in the SYP. This road extension has been on the books for years and is sorely needed as another North South corridor within PWC.</p>	Support	22025
339	5/13/2022	Email	Adele Baker	CFC-008	<p>I am a resident of ____, Falls Church, writing in support of the project involving improvements along N. Washington. I encourage you to install traffic signals at Gresham Place, , along with widening sidewalks, undergrounding utility wires, improving biking conditions, street lights and tree plantings.</p> <p>The current conditions are unsafe for pedestrians, bikers and drivers. This project will benefit residents of both Falls Church and Arligton.</p> <p>Thank you for your consideration.</p>	Support	22046
340	5/13/2022	Website	Doug Taggart	PWC-027	<p>I support the initiative to extend Van Buren Road in eastern Prince William County. The road will relieve a great deal of cut through traffic on Waterway Drive in the Montclair Community.</p>	Support	22025
341	5/13/2022	Website	Jeffrey Scott	ARL-021	<p>Many of these projects again fall for the trap of ever-expanding vehicle capacity. There are some phenomenal projects, like ARL-021, FFX-128, ALX-018, ALX-020, and CFC-008 that focus on making the best use of limited space using very efficient modes of transit (FFX-128 and ALX-020 are by far my favorite on the list. BRT is an exceptional solution to regional transit issues, especially along corridors as routed as RT 1 and Van Dorn. Every BRT project should be funded immediately); projects like FFX-124 which make progress toward a sustainable transit system; and projects like LDN-023 that use technology to make better use of the right-of-way that is already dedicated to vehicular traffic. Some projects, such as FFX-119, provide for a heavy expansion of car capacity, but also take legitimate consideration of pedestrian and cyclist needs in areas that are working to create walkable, livable communities. But far too many of these projects just continue down the path of adding "just one more lane" to cram more dangerous and polluting cars on the road. The most egregious examples are FFX-126, FFX-131, and PWC-035 which are among the most expensive projects, bring marginal capacity improvements at best, and will just push traffic to bottlenecks downstream where they will be more difficult and more expensive to fix. It is a mistake to keep widening and widening roads and entrenching our region in a failing system, when cheaper, more sustainable, and more space-efficient options exist.</p>	Support	22314
342	5/13/2022	Website	Jeffrey Scott	FFX-128	<p>See comment #341</p>	Support	22314

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
343	5/13/2022	Website	Jeffrey Scott	ALX-018	See comment #341	Support	22314
344	5/13/2022	Website	Jeffrey Scott	ALX-020	See comment #341	Support	22314
345	5/13/2022	Website	Jeffrey Scott	CFC-008	See comment #341	Support	22314
346	5/13/2022	Website	Jeffrey Scott	FFX-124	See comment #341	Support	22314
347	5/13/2022	Website	Jeffrey Scott	LDN-023	See comment #341	Support	22314
348	5/13/2022	Website	Jeffrey Scott	FFX-126	See comment #341	Oppose	22314
349	5/13/2022	Website	Jeffrey Scott	FFX-119	See comment #341	Oppose	22314
350	5/13/2022	Website	Jeffrey Scott	FFX-131	See comment #341	Oppose	22314
351	5/13/2022	Website	Jeffrey Scott	PWC-035	See comment #341	Oppose	22314
352	5/13/2022	Email	James V Cech	PWC-027	<p>I wish to express our strongest support FOR the construction of the Van Buren Road connection from Route 234 to Cardinal Drive. road.</p> <p>We lived in Montclair for 27 years and I served for over 22 years on the Montclair HOA Board of Directors, with four terms as President. I was a participant when the argument was reviewed that removed the gates, and realigned the Montclair shopping center, to provide the tertiary road through Montclair to route 234 in support of Fire and Rescue services to the developing communities along route 234. We were told the increase cut through traffic would be “temporary” until the Van Buren extension could provide the more efficient access to and from I-95 and the commuter parking lot. I was on the Board when every year Supervisor Maureen Caddigan would attend the annual meeting of the HOA. She came in part in response to the ever increasing complaints of the cut through traffic (Cardinal to Route 234). Every year, including her last as Supervisor, she would bring maps and representatives of the PWC planning office and VDOT to discuss the progress of this road. In the end she voted AGAINST the road after she moved into Four Seasons (where I now live) bowing to pressure from her new neighbors. Montclair has three elementary schools located along Waterway drive. I have personally talked with all of the developers associated with the build out of Montclair. Water Way drive was never designed nor intended to support the high speed, high volume traffic that fly’s through the community, every day. PWC police can attest that they can write tickets at Waterway Drive and Fallstone and at Waterway Drive and Northgate as fast as they can, on as many days as they are allowed. Their efforts and the increased fines makes NO dent in the traffic or speed patterns. I helped to expand the school zone for Henderson Elementary School and that too has had little impact. The entrance to Four Seasons (where I now live) experiences near collisions, almost daily, because in part to the traffic that cuts through Montclair attempting to quickly get back from, or too, I-95. As a resident of Four Seasons, and a member of the Van Buren Road extension committee, I have studied the proffers for the development of the community, the HOA disclosure documents and the deliberate misalignment of the walking path upon the easement. The potential road was there for all buys to see, if they just read their documents. There has had ZERO effect on Four Seasons property value and would NOT provide the environmental and noise impacts, to the back of the community, equal or greater than which is experienced by those of us adjacent to route 234. The community fanatics, who do NOT represent the majority of us, or the Board, neither understand or care about the proffers that allowed Four Seasons to be built, the impact of the cut through traffic on Montclair or the safety of the children. They openly call for legal action in defiance of historical present set in the CB Hylton VS. PWC decision that reaffirmed the Virginia Constitution protection for landowner rights to access their property and use it as zoned. Their collective agenda is “Not In My Backyard” and this should give you concern when you experience their write in campaign. The reality is that PWC growth and traffic management for this part of the County has long included this road in the County long range planning, that predates Four Seasons, Brittany, 50% of</p>	Support	
353	5/13/2022	Website	Paul Hersey	ARL-021	Excellent, badly-needed project. Will incentivize transit use by saving several minutes of walking time.	Support	22205
354	5/13/2022	Website	Mark Loucas	ALX-020	As a cyclist (and pedestrian), I disagree with the allocation of funding towards transportation infrastructure which is largely for recreational purposes when more urgent priorities exist. The decay and closures over the past half decade of the bridges crossing Four Mile Run will have a significant economic and public safety impact. Let's focus on repairing our existing critical infrastructure first before resources are allocated for projects which largely benefit a privileged few.	Support	22305
355	5/13/2022	Email	Craig Riegler	CFC-008	I support the subject project submitted as Falls Church City is increasingly becoming walkable and the entire area around the proposed project had plenty of existing stores and even more potential to increase retail stores. It's also on the way to the metro for many of us and a good link to the WOD including the new pedestrian bridge over Washington.	Support	
356	5/13/2022	Website	Mike Greenberg	ARL-021	I strongly support this project. Ballston is among the densest neighborhoods in all of the Washington metro area when combining residential and employment uses. A metro entrance much closer to Ballston's key intersection at Wilson Blvd. and Glebe Rd. would alleviate much congestion and save travelers much walking time.	Support	22203

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
357	5/13/2022	Website	Catherine Navarro	CFC-008	Writing in support of the multimodal plans for this area.	Support	22046
358	5/14/2022	Website	Jennifer Walker	PWC-027	I support the project. It's been in the works for many years now and will ease congestion in other areas.	Support	22025
359	5/14/2022	Website	Norman Litterini	PWC-027	I support the project and think that there need to be sidewalks and running/bike paths built on both sides	Support	22025
360	5/14/2022	Email	Laura Kirkconnell, on behalf of Bluemont Civic Association	ARL-021	<p>The Bluemont Civic Association supports the Ballston Metrorail West Entrance for FY 2023-24 funding. The only 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.</p> <p>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 north to N. Carlin Springs Road in the south.</p> <p>We have sought a western entrance to the metro for decades, having called for it since our 1999 Neighborhood Conservation Plan (NCP). Our current NCP update says, "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 recommendation, County Board Member Zimmerman made extended remarks supporting it. His comments start around the 2 hour 24-minute mark of this video, the discussion concludes around the 2 hour, 30 minute mark (County Board Recessed Meeting - Dec 17th, 2013).</p> <p>Since we made that recommendation in 2013, a large amount of residential construction has been built in Bluemont and western Ballston, including thousands of new multi-family units. Additional residential construction, adding hundreds of new units west of the Ballston Metro, is planned.</p> <p>The new entrance will be nearly a quarter-mile west of the existing entrance to the 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.</p> <p>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.</p> <p>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.</p>	Support	22205
361	5/14/2022	Email	Susan Andalora	CFC-008	I am a resident of the City of Falls Church. I wholeheartedly support the project to improve walking conditions along the N. Washington St. corridor, especially adding lighting to that stretch of the road. I would use Metro more, if I felt safe walking from the EFC station to my condo in the center of the City at night.	Support	
362	5/15/2022	Email	Sue Troyer	PWC-027	<p>I am writing to strongly urge you to vote for the Van Buren Extension North in Prince William County.</p> <p>I have lived in the Montclair Development for the past 41 years at the corner of Northgate and Waterway Drive (the four-way stop). During this period, I have seen Northgate Drive opened at Cardinal which resulted in an increase of traffic and the subsequent need for the four-way stop sign due to speeding and a multitude of accidents at this intersection. I actually found a car upside in my yard one morning! It has only gotten worse as people move south and east and I-95 traffic is often slow or completely stopped. I can look out my window in the afternoon and assess the condition of I-95 Southbound due to the number of cars on Waterway Drive. The number of cars that either don't stop at all or slow roll through the stop sign is astounding.</p> <p>I'm very aware the Four Seasons Community is strongly lobbying against the Van Buren North Extension and I can understand their concerns; however, they will not be affected 24/7 as Montclair will be affected. The continued housing explosion south and east of Prince William County, the construction of Rosie's Gambling and other planned construction will add to the traffic. Montclair needs and deserves a break from the cut-through traffic affecting our daily lives and decreasing the safety of our residents. Montclair was built to be a residential community—not a mini-I-95.</p>	Support	22025
363	5/15/2022	Email	Patric Andersson	PWC-027	<p>It is time to build this road extension, between Cardinal and 234.</p> <p>By waiting the cost will just continuing going up and the road needs to be built anyway because of the increasing traffic in the area. This is not a new plan and it will not only benefit Montclair residents, but it will benefit a lot of the drivers in the area more (including Four Season residents).</p>	Support	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
364	5/15/2022	Email	Donna Tanner	PWC-027	It is long past time for the Van Buren Road project to be completed. It has been in the plans for years now, and despite the hue and cry of folks who bought homes near the completion site knowing this was planned, it needs to be done. The increase in traffic with the dense building that has taken place in recent years has made traffic a concentrated nightmare that calls for relief. The recent winter storm parking lot on I95 made it emphatically clear that secondary roads along the interstate are sorely needed. The weekly holiday and vacation traffic with crawling lanes of locals trying to get about shows the same great need. Complete the road as planned years ago!	Support	
365	5/15/2022	Website	Geary Morris	CFC-008	I have no idea why you would spend \$22 million dollars on a 3 block enhancement to this particular area of Washington Blvd. I could see better use of these funds south of Broad St on Washington Blvd where there is much more pedestrian and commercial traffic. Please be thoughtful with our tax dollars!	Oppose	22046
366	5/16/2022	Email	Brian Williams	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project within Falls Church City. I live on N. Virginia Avenue close to this area with my wife and four kids, and I own a business located at the intersection of Washington St. and Broad Street. Both my family and staff walk along this stretch of road frequently. Improving the safety and convenience for pedestrians in this area should be a priority for our community. Thank you for your consideration.	Support	22046
367	5/16/2022	Email	Melissa Weber	PWC-027	I am a Montclair resident and I love my community and am an avid walker. I often see a lot of fast moving traffic cutting through Montclair on Waterway Drive. Often those who cut through speed through our neighborhood and many fail to slow down or stop at our pedestrian crosswalks. While I know there will always be traffic I feel that the Van Buren extension is a much needed project and will greatly reduce the amount of traffic on Waterway Drive and help keep our community safe. Please help the Van Buren extension to become reality.	Support	
368	5/16/2022	Voicemail	Andrea Clements Britt	PWC-027	Hi, my name is Andrea Clements Britt. My email address is _____. I am calling to voice my support for the Van Buren Road expansion. I feel that it is needed with regards to the growth and development of the area, especially with Four Seasons. Rosie's coming in to my understanding that's expansion has been planned since approx 2006. So, I think it's definitely needed to be funded to sustain future growth and development that's going to be taking place in our County. Thank you.	Support	
369	5/16/2022	Email	Tom Michaelman	PWC-027	We have over 82 homes in FOUR SEASONS, CARDINAL GROVE and COOPER MILLS representing over 150 voters who are opposed to the Van Buren Road extension. The following is our Petition to Prince William County. Four Seasons Retirement Community is almost 20 years old. To date we have been relatively free of violence. This is because our homes are surrounded by woods which prevent cars from driving near our houses. The only way to go in or out is through our front gate where pictures are taken of everyone coming and going. This has been a huge deterrent to criminals. If the road is built, criminals can use the road to drive near our houses, park, walk to our homes and commit their crimes and escape to their cars. (There is no fence surrounding our property). We have over 200 women living alone, mostly widowed. Why put them at risk? In addition to the safety issue, the proposed road will destroy the WILDLIFE HABITAT and a lot of VEGETATION and bring unwanted NOISE to our homes. Cardinal Grove is another community imperiled by the VAN BUREN ROAD EXTENSION. The road will go right through their community 50 feet from their houses on each side. Trucks will be whizzing by near CHILDREN playing in their backyards. This is unacceptable! Copper Mill will also be affected. There will be an extremely busy intersection off of Dumfries Road where children will be waiting for their school buses. This will be too dangerous! The County has been trying to build this road for close to 50 years. At a total cost of almost \$200 Million for a little more than two miles of road, it is way too expensive, dangerous and not necessary! The County claims they could use money from the State, Federal Government and local Communities. This will make the current high inflation and taxes even worse.	Oppose	
370	5/16/2022	Email	Carmela Busso	PWC-030	Please note I am opposed to the flyover bridge - 123 into Belmont Bay. This was initially part of the solution to when high rise commercial buildings were under consideration. Those plans are no longer in the works. As such, this flyover will do much to contribute to safety issues in Belmont Bay. Please consider better uses for these funds.	Oppose	22191
371	5/16/2022	Email	Renee Dawson	PWC-030	As a Belmont Bay homeowner for 12 years, I am against the Rt. 123 flyover into Belmont Bay. The \$60 million dollar cost for this project is NOT needed and monies would be better used towards upgrades of Route 1 and the Prince William Parkway.	Oppose	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
372	5/16/2022	Email	Mary Stanesa	PWC-030	I am writing today because I very much oppose the flyover bridge. It would damage the lovely community of Belmont Bay without actually making any improvement to traffic flow. The roads in the development serve our population well as is. The improvements to Route 1 we're very helpful and are sufficient for the population now and for reasonable growth in our neighborhood. The flyover would have traffic arriving at a high rate of speed and would cut off one part of the neighborhood from other areas with a dangerous road. In addition, the developers of the shopping area of the North Woodbridge development plan are not in favor of it either. It would make it much more difficult for patrons to access their shopping area. Please consider the needs and desires of the citizens of our community rather than the desires of a builder. This neighborhood does not need 1800 more houses nor does it need the flyover.	Oppose	
373	5/16/2022	Email	Mr and Mrs Timothy Gleason	PWC-027	As a resident of the Montclair community, I just wanted to write you to let you know that I fully support the Van Buren Road extension. It is needed for the safety of the Montclair community. There is way too much north/south traffic on Waterway Drive which cuts through the Montclair community. When I-95 backs up and Route 1 backs up...folks come and cut through Montclair on Waterway Dr. Many of these people drive at unsafe speeds past one or two elementary schools. We need MORE north/south connections in Prince William County. In my humble opinion, this is the most important project that was proposed. This project has been planned for many years and continues to be delayed by outspoken residents of the Four Seasons Community. Know that the majority of the 3,600+ families in Montclair support this project. I would invite you to come talk to us at anytime and learn more about why this project is so important for the safety of our community. Thanks for all you do, and for your time and consideration in this matter.	Support	22025
374	5/16/2022	Website	Henry Carter	ARL-021	We support funding for a west entrance to the ballston metro entrance in arlington.	Support	22203
375	5/16/2022	Email	Sandra Tarpinian	CFC-008	I am writing to highly endorse this project in the City of Falls Church. This corridor is a direct link between the East Falls Church metro and the center of restaurants, parks, City Hall, and entertainment in downtown City of Falls Church. As such, this route is heavily used by commuters and others coming to enjoy social or sports activities in the City. The project runs along State Rd 29, which is heavily trafficked and difficult to cross safely except at lights located at a distance from each other. The plan to make it safer to cross the road and the provision of better sidewalks is what is most important to me about this project. I use this route often and will be happy when it is completed. Please fund it!	Support	
376	5/16/2022	Email	Wilma J. Underwood	PWC-027	Please do not fund the Van Buren Rd extension. IT was proposed 50 years ago when all this property was farmland and it might have made sense then. Since then PWC has approved several residential developmental areas (Copper Mill, Four Seasons, Cardinal Grove, Eagles Pointe) that would be severely impacted by VBR. Clear cutting of trees and commercial development would destroy all our wildlife (turkeys, deer, raccoon, and leave us exposed to the noises and foul air from I95. Four Seasons is a gated community of 55 and up residents and is protected from intrusions by a gate control and a camera. Van Buren Rd would provide a back unmonitored entrance for criminals to enter and threaten our security and safety. In addition VBR would provide access thru a commercial region where any M2 rated industrial business could build, become a nuisance and provide cover for criminals. Please do not destroy the residential properties that have already been approved. Please do not fund Van Buren RD.	Oppose	22025
377	5/16/2022	Website	Neal Hicks	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTAs failure to model induced demand and failure to include climate outcomes in the scoring process. NVTAs must fix its scoring before the next round of funding.	Support	22204
378	5/16/2022	Website	Neal Hicks	FFX-126	See comment #377	Oppose	22204
379	5/16/2022	Website	Neal Hicks	PWC-035	See comment #377	Oppose	22204
380	5/16/2022	Website	Neal Hicks	PWC-036	See comment #377	Oppose	22204
381	5/16/2022	Website	Neal Hicks	PWC-029	See comment #377	Oppose	22204
382	5/16/2022	Website	Neal Hicks	FFX-131	See comment #377	Oppose	22204
383	5/16/2022	Website	Neal Hicks	LDN-024	See comment #377	Oppose	22204
384	5/16/2022	Website	Neal Hicks	PWC-037	See comment #377	Oppose	22204
385	5/16/2022	Website	Pablo Marquez	ARL-021	See comment #377	Support	22201
386	5/16/2022	Website	Pablo Marquez	FFX-126	See comment #377	Oppose	22201

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387	5/16/2022	Website	Pablo Marquez	PWC-035	See comment #377	Oppose	22201
388	5/16/2022	Website	Pablo Marquez	PWC-036	See comment #377	Oppose	22201
389	5/16/2022	Website	Pablo Marquez	PWC-029	See comment #377	Oppose	22201
390	5/16/2022	Website	Pablo Marquez	FFX-131	See comment #377	Oppose	22201
391	5/16/2022	Website	Pablo Marquez	LDN-024	See comment #377	Oppose	22201
392	5/16/2022	Website	Pablo Marquez	PWC-037	See comment #377	Oppose	22201
393	5/16/2022	Website	Anna Siddle	ARL-021	See comment #377	Support	22201
394	5/16/2022	Website	Anna Siddle	FFX-126	See comment #377	Oppose	22201
395	5/16/2022	Website	Anna Siddle	PWC-035	See comment #377	Oppose	22201
396	5/16/2022	Website	Anna Siddle	PWC-036	See comment #377	Oppose	22201
397	5/16/2022	Website	Anna Siddle	PWC-029	See comment #377	Oppose	22201
398	5/16/2022	Website	Anna Siddle	FFX-131	See comment #377	Oppose	22201
399	5/16/2022	Website	Anna Siddle	LDN-024	See comment #377	Oppose	22201
400	5/16/2022	Website	Anna Siddle	PWC-037	See comment #377	Oppose	22201
401	5/16/2022	Website	Sonia Wurzel	ARL-021	See comment #377	Support	22209
402	5/16/2022	Website	Sonia Wurzel	FFX-126	See comment #377	Oppose	22209
403	5/16/2022	Website	Sonia Wurzel	PWC-035	See comment #377	Oppose	22209
404	5/16/2022	Website	Sonia Wurzel	PWC-036	See comment #377	Oppose	22209
405	5/16/2022	Website	Sonia Wurzel	PWC-029	See comment #377	Oppose	22209
406	5/16/2022	Website	Sonia Wurzel	FFX-131	See comment #377	Oppose	22209
407	5/16/2022	Website	Sonia Wurzel	LDN-024	See comment #377	Oppose	22209
408	5/16/2022	Website	Sonia Wurzel	PWC-037	See comment #377	Oppose	22209
409	5/16/2022	Website	James Hunniford	PWC-027	Please support the VanBuren Road extension project. This is a much needed project that will help ease congestion in a very congested area and will take some pressure off of Waterway drive in nearby Montclair. I also support the other projects listed in the six year plan plan but I am most concerned with getting the VanBuren extension turned into reality.	Support	22025
410	5/16/2022	Website	Dulguun Gantumur	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help with providing equal access to transportation to both those with cars and those who can't afford it. Increased support for these class of citizens in our county will help with targeting those who actually need it from the NVTA. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency which forces those without the ability to purchase and maintain their vehicles in Northern Virginia. Please consider which demographic is being supported by improvements in different transportation improvements.	Support	22203
411	5/16/2022	Website	Dulguun Gantumur	FFX-126	See comment #410	Oppose	22203
412	5/16/2022	Website	Dulguun Gantumur	PWC-035	See comment #410	Oppose	22203
413	5/16/2022	Website	Dulguun Gantumur	PWC-036	See comment #410	Oppose	22203
414	5/16/2022	Website	Dulguun Gantumur	PWC-029	See comment #410	Oppose	22203
415	5/16/2022	Website	Dulguun Gantumur	FFX-131	See comment #410	Oppose	22203
416	5/16/2022	Website	Dulguun Gantumur	LDN-024	See comment #410	Oppose	22203
417	5/16/2022	Website	Dulguun Gantumur	PWC-037	See comment #410	Oppose	22203
418	5/16/2022	Email	Peter Harnik	ARL-021	I strongly support adding a western entrance to the Ballston Metro Station (ARL-021). Thank you. I also oppose any highway widening project that has not taken into account induced demand or climate outcomes (i.e., FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-03)	Support	22207
419	5/16/2022	Email	Peter Harnik	FFX-126	See comment 418	Oppose	22207
420	5/16/2022	Email	Peter Harnik	PWC-035	See comment 418	Oppose	22207

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421	5/16/2022	Email	Peter Harnik	PWC-036	See comment 418	Oppose	22207
422	5/16/2022	Email	Peter Harnik	PWC-029	See comment 418	Oppose	22207
423	5/16/2022	Email	Peter Harnik	FFX-131	See comment 418	Oppose	22207
424	5/16/2022	Email	Peter Harnik	LDN-024	See comment 418	Oppose	22207
425	5/16/2022	Email	Peter Harnik	PWC-030	See comment 418	Oppose	22207
426	5/16/2022	Email	Edwige Dorel	PWC-030	<p>My name is Edwige Dorel. I live in Belmont Bay. I would like to tell you why this \$68 million project should never be funded by your agency.</p> <p>In 1999, the Caruthers Corp. received a rezoning from Prince William County to build Belmont Bay Town Center. That project included 1.5 million square feet of commercial office space along with about 1,500 residences, and a 500 room hotel/conference center. Most of the residences were built but very little of the commercial office was built and the hotel was not built. The hotel is not likely to ever be built.</p> <p>The Caruthers Corp. proposes building another 1,200 homes on a portion of the golf course they abandoned several years ago. This small amount of development could not possibly be the reason to spend these funds on a flyover. I hope you will strike these improvements from your list of road projects.</p>	Oppose	
427	5/17/2022	Website	Ben D'Avanzo	ARL-021	<p>I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals.</p> <p>I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve.</p> <p>These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process.</p> <p>NVTA must fix its scoring before the next round of funding.</p>	Support	22202
428	5/17/2022	Website	Ben D'Avanzo	FFX-126	See comment 427	Oppose	22202
429	5/17/2022	Website	Ben D'Avanzo	PWC-035	See comment 427	Oppose	22202
430	5/17/2022	Website	Ben D'Avanzo	PWC-036	See comment 427	Oppose	22202
431	5/17/2022	Website	Ben D'Avanzo	PWC-029	See comment 427	Oppose	22202
432	5/17/2022	Website	Ben D'Avanzo	FFX-131	See comment 427	Oppose	22202
433	5/17/2022	Website	Ben D'Avanzo	LDN-024	See comment 427	Oppose	22202
434	5/17/2022	Website	Ben D'Avanzo	PWC-037	See comment 427	Oppose	22202

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
435	5/17/2022	Website	Alex Goyette	ARL-021	<p>It is wildly irresponsible that NVTA continues to fund highway expansions during a climate crisis, in spite of evidence that they will not improve traffic conditions and will only contribute further to planet-killing sprawl. Your constituents asked you to prioritize climate and you have failed to do so.</p> <p>I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals.</p> <p>I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve.</p> <p>These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process.</p> <p>NVTA must fix its scoring before the next round of funding.</p>	Support	22202
436	5/17/2022	Website	Alex Goyette	FFX-126	See comment 435	Oppose	22202
437	5/17/2022	Website	Alex Goyette	PWC-035	See comment 435	Oppose	22202
438	5/17/2022	Website	Alex Goyette	PWC-036	See comment 435	Oppose	22202
439	5/17/2022	Website	Alex Goyette	PWC-029	See comment 435	Oppose	22202
440	5/17/2022	Website	Alex Goyette	FFX-131	See comment 435	Oppose	22202
441	5/17/2022	Website	Alex Goyette	LDN-024	See comment 435	Oppose	22202
442	5/17/2022	Website	Alex Goyette	PWC-037	See comment 435	Oppose	22202
443	5/17/2022	Website	Katie Griffiths	ARL-021	I wanted to comment specifically on the Ballston portion of this project. As someone who is looking to purchase beyond Washington Ave, but does not have a car and would like to remain carless, a metro west entrance would be very useful for that area and potentially increase ridership.	Support	22023
444	5/17/2022	Website	Michael McCollum	HND-005	<p>The proposed roadway has a few faults that I see.</p> <p>1- Metro usage means that this area should be built for a lot of people without cars. But there are no bike lanes and all of the pedestrian crossings are far too large to be safely crossed, which leads to my second concern.</p> <p>2- The proposed speed is labeled as 20mph, but the street is designed like a 40mph zone. This can already be seen on Elden street as it crosses Herndon Parkway. There are a lot of pedestrians who require crossing, but the street is designed for high speeds. As a result, a pedestrian was killed there last winter. I would hope that this new project would have more narrow lanes, larger medians for assisting crossings, and traffic calming elements more than just a sign.</p> <p>Herndon is great and people love old town because it is people centered (no set backs, slow speeds, great restaurants) and we have a chance to create another great people-centered money maker for the people and the city of Herndon. Creating a space to drive through does nothing for the people there. We need to create a space to slow down, stop, and enjoy on foot.</p>	Oppose	20170
445	5/17/2022	Email	Vishwas	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	
446	5/17/2022	Website	Ron Sanseverino	ARL-021	I believe that building an additional entrance to the ballston metro station would greatly enhance the surrounding area.	Support	22203

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
447	5/17/2022	Website	Angela Walitt	ARL-021	I strongly oppose funding this project because it would be a substantial, wasteful use of tax dollars and very unlikely to increase metro ridership. I have commuted from Ballston to DC for 15+ years and live west of the current Ballston metro entrance, on the west side of Glebe Road and about a 15 minute walk to the metro. Thus, I would be one of the "beneficiaries" of this project. The new station entrance (two blocks west of the current entrance) would save riders like me only a couple of minutes walk, at a cost of \$150 million dollars. This is not worthwhile. It would still be necessary to cross Glebe Road to get to the new station entrance, and the hassle of crossing Glebe is (I think) a bigger deterrent to ridership than two very short blocks. There are a few high-rise apartments and office buildings between the current metro entrance and Glebe Road that would be a bit closer to the proposed new entrance, but the difference in distance is not significant. The project application notes that the new entrance would decrease "congestion" at the current metro entrance. However, I have never experienced any significant congestion at Ballston metro station and have rarely even had to wait to load a fare card. This is not downtown DC. I am saddened that this wasteful use of tax dollars is being seriously considered when there are so many other, more beneficial ways the money could be used in Arlington (e.g., affordable housing or even just property tax relief).	Oppose	22205
448	5/17/2022	Email	Paul Wiedefeld via Gregory Potts, for WMATA	ARL-021	Please find a letter of support from WMATA for Arlington's NVTA application for the Ballston Station West Entrance project	Support	20001
449	5/17/2022	Website	Elisa Ortiz	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process. NVTA must fix its scoring before the next round of funding.	Support	22204
450	5/17/2022	Website	Elisa Ortiz	FFX-126	See comment 449	Oppose	22204
451	5/17/2022	Website	Elisa Ortiz	PWC-035	See comment 449	Oppose	22204
452	5/17/2022	Website	Elisa Ortiz	PWC-036	See comment 449	Oppose	22204
453	5/17/2022	Website	Elisa Ortiz	PWC-029	See comment 449	Oppose	22204
454	5/17/2022	Website	Elisa Ortiz	FFX-131	See comment 449	Oppose	22204
455	5/17/2022	Website	Elisa Ortiz	LDN-024	See comment 449	Oppose	22204
456	5/17/2022	Website	Elisa Ortiz	PWC-037	See comment 449	Oppose	22204

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
457	5/17/2022	Website	Joan McIntyre	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process. NVTA must fix its scoring before the next round of funding. A robust public transportation system along with multi-modal options for pedestrians, bikers, and scooters that ensure convenient, 24-7 access to public transit for all residents in the region is a critical component for reducing greenhouse gas emissions and preventing the worst consequences of climate change. A priority for public transit and multi-modal options is also more equitable, allows residents to reduce expenditures on owning and maintaining private vehicles (particularly with current high and increasingly unstable gas prices), and will reduce air pollution.	Support	22207
458	5/17/2022	Website	Joan McIntyre	FFX-126	See comment 457	Oppose	22207
459	5/17/2022	Website	Joan McIntyre	PWC-035	See comment 457	Oppose	22207
460	5/17/2022	Website	Joan McIntyre	PWC-036	See comment 457	Oppose	22207
461	5/17/2022	Website	Joan McIntyre	PWC-029	See comment 457	Oppose	22207
462	5/17/2022	Website	Joan McIntyre	FFX-131	See comment 457	Oppose	22207
463	5/17/2022	Website	Joan McIntyre	LDN-024	See comment 457	Oppose	22207
464	5/17/2022	Website	Joan McIntyre	PWC-037	See comment 457	Oppose	22207
465	5/17/2022	Email	Molly Mimier	ARL-021	Greetings. My name is Molly Mimier and I am a resident of the Bluemont neighborhood of Arlington, VA. I currently live just under a mile to the Ballston Metro and whenever I travel to my office in DC, I use the Metro. I am writing today to support Arlington County's application for the Northern Virginia Transportation Authority (NVTA) grant to offset the cost of building the west entrance to the Ballston Metro station. It would make a big difference in the commute of myself and many of my neighbors. It would also reduce congestion in/around the escalators and give an alternate route of evacuation in case of an emergency. Thank you!	Support	22205
466	5/17/2022	Website	Luca Gattoni-Celli	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled, and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTA's failure to model induced congestion and failure to include climate outcomes in the scoring process. Transportation policy should prioritize reducing, not increasing, VMT. NVTA must fix its scoring before the next round of funding.	Support	22311
467	5/17/2022	Website	Luca Gattoni-Celli	FFX-126	See comment 466	Oppose	22311
468	5/17/2022	Website	Luca Gattoni-Celli	PWC-035	See comment 466	Oppose	22311

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
469	5/17/2022	Website	Luca Gattoni-Celli	PWC-036	See comment 466	Oppose	22311
470	5/17/2022	Website	Luca Gattoni-Celli	PWC-029	See comment 466	Oppose	22311
471	5/17/2022	Website	Luca Gattoni-Celli	FFX-131	See comment 466	Oppose	22311
472	5/17/2022	Website	Luca Gattoni-Celli	LDN-024	See comment 466	Oppose	22311
473	5/17/2022	Website	Luca Gattoni-Celli	PWC-037	See comment 466	Oppose	22311
474	5/18/2022	Website	Melissa Riggio	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process. NVTA must fix its scoring before the next round of funding.	Support	22201
475	5/18/2022	Website	Melissa Riggio	FFX-126	See comment 474	Oppose	22201
476	5/18/2022	Website	Melissa Riggio	PWC-035	See comment 474	Oppose	22201
477	5/18/2022	Website	Melissa Riggio	PWC-036	See comment 474	Oppose	22201
478	5/18/2022	Website	Melissa Riggio	PWC-029	See comment 474	Oppose	22201
479	5/18/2022	Website	Melissa Riggio	FFX-131	See comment 474	Oppose	22201
480	5/18/2022	Website	Melissa Riggio	LDN-024	See comment 474	Oppose	22201
481	5/18/2022	Website	Melissa Riggio	PWC-037	See comment 474	Oppose	22201

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
482	5/18/2022	Email	Juergen Tooren	CFC-008	<p>I am writing in support of funding the proposed North Washington Street Multimodal Improvements Project. Currently North Washington Street from Columbia Street in the City of Falls Church to Westmoreland Street in Arlington is unsafe, as pedestrians are not separated from speeding traffic. Going northeast on Washington Street it has both a curve and goes downhill. Speeds of 40 mph or higher are not uncommon. The intersection at Gresham Place is especially dangerous for me and my Gresham Place neighbors where turning left out of Gresham place is difficult and dangerous. This is also a problem for those cars that need to exit the Gateway Plaza office complex at Gresham Place. We are confident that the proposed street improvement will also serve to slow traffic in that area.</p> <p>I feel that the most critical part of the plan involves the proposed traffic light at Gresham Place. For many years the fire station emergency signal light was linked to the light on Westmoreland allowing the safe access and egress from Gresham Place. Since around Thanksgiving 2021 the light has ceased to function in that manner and only blocks traffic on Washington when the fire station uses the light. We have contacted both Falls Church and Arlington and to date have had no success in fixing this problem. The NVTA's assistance in correcting this safety problem by approving and even accelerating this project would be welcomed.</p>	Support	22046
483	5/18/2022	Website	Casey Nolan	ARL-021	<p>As a 15-year worker in Ballston and long time Arlington resident, I want to express my thoughts on the proposed funding of the Ballston-MU Metro West Entrance. I do not feel this is a prudent use of funds, nor do I feel the entrance is necessary given the close proximity to not only the main entrance a couple of blocks away but also a relatively new Metro elevator closer to the proposed location. The cost per person as a utilization metric is a fiscally irresponsible use of funds. Funding Metro in general for service, safety and maintenance would be a more prudent use of funds.</p>	Oppose	22207
484	5/18/2022	Email	Stephanie Eversley	PWC-027	<p>I'm writing this letter in support of the completion of the Van Buren extension. I graduated High School here in PWC in 1996 before Benita Fitzgerald was started, they were still clearing land. I was very concerned about the large amount of trees that were being removed. My stepdad explained that there was going to be a cross through from Dale Blvd to 234. At this time the only way to get to 234 from Dale was from Cardinal to Waterway through Montclair. Since then the homes have increased in amount and value. There are numerous new housing developments hundreds of thousands of new residents. Spriggs has now connected to 234 in a much larger roadway now.</p> <p>So, you, the BCOS (and to be fair it doesn't matter who was on the board since 1996 until now), have approved all of these housing developments. Without any relief in infrastructure since 2000 (when FPHS was built and Spriggs needed to be expanded and developed to what it is now). More people, more homes, more environmental impacts that the Montclair residents have personally paid for in our HOA dues. Our lake has been environmentally impacted in a negative way because of the poor watershed impacts of the decisions of the BCOS. The homeowners have paid to have the lake dredged every few years because of the increased runoff that is displacing sediment and causing inlets to be congested. Each one of these dredging cost HUNDREDS OF THOUSANDS OF DOLLARS. A motion was just passed on the 11 May 2022 to dredge the lake at a cost of \$ 815,000. The impacts of your decisions on approving new developments have caused algae blooms because of the unbelievable amount of chemical runoff's from all of these developments. This bloom caused the lake to be closed for months on end.</p> <p>We the homeowners have been speaking out for years asking for this roadway, the Van Buren extension, to be completed as promised, and planned since the MID 1990s!! I am empathetic to the other subdivisions, however, Montclair has been LITERALLY paid enough for these decisions by the BCOS and I implore that this roadway be completed. Complete this before another kid is hit by a car, before another fatal crash on our doorsteps, before another person is permanently injured.</p> <p>Do the right thing because we are watching. And please while you're at it... get the watershed to do SOMETHING because we shouldn't have to spend this much money because of the subdivisions and expansion you allowed that impacts the Powells creek watershed that is part of the Chesapeake Bay watershed.</p> <p>Thank you for your time.</p>	Support	
485	5/18/2022	Website	Suzanne Updike	CFC-008	<p>I support the proposed pedestrian improvements to rt29/Washington st in City of Falls Church. I live in the eastern end of city and regularly walk along and cross over this street. These improvements would make it more pleasant and safer.</p>	Support	22046
486	5/19/2022	Email	Jamie Iglehart	CFC-008	<p>Please consider funding this to help increase walkability in Falls Church. This area of the city has no easy crossing for pedestrians.</p>	Support	22046
487	5/19/2022	Website	Paul Snodgrass	ARL-021	<p>I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals.</p> <p>I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve.</p> <p>These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process.</p> <p>NVTA must fix its scoring before the next round of funding.</p>	Support	22201

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
488	5/19/2022	Website	Paul Snodgrass	FFX-126	See comment 487	Oppose	22201
489	5/19/2022	Website	Paul Snodgrass	PWC-035	See comment 487	Oppose	22201
490	5/19/2022	Website	Paul Snodgrass	PWC-036	See comment 487	Oppose	22201
491	5/19/2022	Website	Paul Snodgrass	PWC-029	See comment 487	Oppose	22201
492	5/19/2022	Website	Paul Snodgrass	FFX-131	See comment 487	Oppose	22201
493	5/19/2022	Website	Paul Snodgrass	LDN-024	See comment 487	Oppose	22201
494	5/19/2022	Website	Paul Snodgrass	PWC-037	See comment 487	Oppose	22201
495	5/19/2022	Website	John Eiler	CFC-008	Hello, like many other residents of and visitors to Falls Church, I often walk, bike, or drive in this area (especially near the intersection of E Columbia St & N Washington St). This area is at best unpleasant for walking & biking, and at worst dangerous. It would be a needed and appreciated improvement for all travelers through this area.	Support	22046
496	5/19/2022	Email	Craig Gerardi, on behalf of Piedmont Office Realty Trust	ARL-021	Please see the attached letter in support of the funding and construction of the Ballston Metro West Entrance. We are a commercial property owner directly adjacent to the proposed west entrance and fully support this project. This would be a major benefit to our office tenants and employees.	Support	22203
497	5/19/2022	Email	Edward Craig Clough and Christine Clough	PWC-027	Our concerns: \$ 80 Million for a road no neighbors want? Trucks avoiding the 195 Weigh Station will use this road, is that what we want to happen? The widening of Rte, 1 nullifies the need for this excessive expenditure. For decades this project has been rejected and never went forward, why now? The citizens most impacted are the people of Four Seasons, Copper Mill, Cardinal Drive and Eagle Point, and they reject this road so where is the compelling reason to thumb your noses at all of these people?	Oppose	22025
498	5/19/2022	Website	Julie Krachman	CFC-008	I support the HAWK signal in the City of Falls Church — North Washington Street Multimodal Improvements Project	Support	22046
499	5/19/2022	Website	Annette Hennessey	CFC-008	I am writing in support of the grant request for the North Washington Street Multimodal Improvements Project. To build a pedestrian-friendly community along such a busy corridor takes supportive infrastructure. This plan will help all those in our neighborhood.	Support	22046
500	5/19/2022	Email	Cathryn M. Scheipers, on behalf of 4420 North Fairfax LLC	ARL-021	Please see attached for a letter of support from 4420 North Fairfax LLC.	Support	22203
501	5/19/2022	Website	Frederick Wagg	ARL-021	I strongly support funding for ARL-021, the Ballston West Entrance. Too many Metro stations in the region have insufficient pedestrian access that limits their usefulness and for the ability to expand ridership and transit oriented development. This project will dramatically improve access to the Ballston Metro, an important regional metro station served by many regional bus routes and vastly improve the access to destinations in western Ballston. This project would help us achieve our climate goals by encouraging higher use of the Ballston station and increased transit-oriented development in the area. I would discourage NVTA from funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. These highway projects score well only because of the failure to model induced demand and failure to include climate outcomes in the scoring process. To more accurately account for these factors NVTA and regional partners must begin changing the models and metrics used to assess transportation investments. NVTA should change its scoring before the next round of funding to better account for induced demand and climate impacts of investment (both direct and indirect through land use changes).	Support	22201

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502	5/19/2022	Website	Frederick Wagg	FFX-126	See comment 501	Oppose	22206
503	5/19/2022	Website	Frederick Wagg	PWC-035	See comment 501	Oppose	22206
504	5/19/2022	Website	Frederick Wagg	PWC-036	See comment 501	Oppose	22206
505	5/19/2022	Website	Frederick Wagg	PWC-029	See comment 501	Oppose	22206
506	5/19/2022	Website	Frederick Wagg	FFX-131	See comment 501	Oppose	22206
507	5/19/2022	Website	Frederick Wagg	LDN-024	See comment 501	Oppose	22206
508	5/19/2022	Website	Frederick Wagg	PWC-037	See comment 501	Oppose	22206
509	5/19/2022	Website	Linda Trotter	PWC-027	<p>The Van Buren Road Extension is detrimental to the Four Seasons Senior Citizen Community and the other communities bordering this proposal. We already have noise pollution from Rt 234, I95, Quantico, air traffic and ATVs racing near our community. By taking down our natural Tree Buffer and adding a 4-lane express road in our back yards will make the noise unbearable. We already have 6 lanes of traffic in front of our community. Who wants to have 10 lanes of express traffic in their back yards??</p> <p>We are supposed to be fighting Global Warming and saving the Earth for future generations. By cutting down trees and adding more pavement is only increasing Global Warming. I have not yet seen PWC take on initiatives to help in climate control.</p> <p>The money allocated to this project could be used in so many other ways that would benefit the county and climate control. How about using solar energy for our schools and office buildings? Or improving our existing roads or improving the PWC school buildings?</p> <p>This proposal makes Senior Citizens collateral damage for giving others more roads for speeding and for what – saving a few minutes in their commute? We have spent most of our lives in PWC paying our taxes to this county and have not received the recognition of being valuable citizens. Where on the list of county improvements are Senior Communities (if we are on that list at all)</p>	Oppose	22025
510	5/19/2022	Website	Scott Kleinberg	CFC-008	I support multi-modal transit solutions for Rt 29/N. Washington and Jefferson St improvements.	Support	22046
511	5/19/2022	Website	Sarah Tarpgaard	CFC-008	I strongly support the proposed project in Falls Church City at the intersection of Rt 29/N. Washington and Jefferson, where a HAWK signal is proposed (HAWK is a ped activated signal to allow safe crossing), among many other pedestrian, traffic calming, intersection, utility undergrounding, and sidewalk improvements along N. Washington as part of a \$22.5M grant application for the next round of The Northern Virginia Transportation Authority funding. Rt 29/N. Washington is an important commercial and residential corridor – it's our residents' and visitors' primary access to/from East Falls Church Metro and will be part of the route of the future. Please approve this important project which is vital to ensure safety and mobility for the community and travelers through the area.	Support	22046
512	5/19/2022	Website	Gail Lang	CFC-008	I am in favor of the North Washington Street Multimodal Improvement Project. As a daily walker on North Washington and Columbia Street, I see cars speeding and regularly running red lights through the crosswalk at North Washington and Columbia. With the additional density occurring at Broad and North Washington, traffic is expected to increase which will make the problem worse. Currently pedestrians are not safe. This must be rectified before someone is killed by a car.	Support	22046
513	5/19/2022	Website	Donald Camp	CFC-008	I fully support this project which will help our neighborhood to deal with the increased traffic and will help with the safety of pedestrians and increasing bicycle traffic.	Support	22046
514	5/19/2022	Email	Craig Bury	CFC-008	I strongly support this project. It is time to calm traffic along this stretch of road. It is dangerous to cross this road as a pedestrian, bicyclist, or even a vehicle.	Support	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
515	5/19/2022	Website	Liz Weatherly	CFC-008	Please accept this message in support of the North Washington Street Multimodal Improvements Project. This stretch of Rt 29 is a heavy north/south traffic artery bisecting two residential neighborhoods. In addition to a high volume of cars, there is a high volume of pedestrians and bikes – commuters, singles, strollers, dogs, etc. In March 2018, I was hit (as a pedestrian) by a cab making a left from West Columbia onto 29. The current street markings, intersection geometry, narrow sidewalks and sparse landscaping are not indicative of pedestrian space. Improvements are needed and I'm in support of this project.	Support	22046
516	5/19/2022	Email	Robert A. Young	CFC-008	This proposed project is not only good for the City of Falls Church but for the wider Northern Virginia traveling community. This proposed project is not only good for the City of Falls Church but for the wider Northern Virginia traveling community as well. PLEASE fund it. PLEASE	Support	22046
517	5/19/2022	Website	Sharon Schoeller	CFC-008	I urge you to approve the City of Falls Church's application for a \$22+ million grant for a multimodal transportation project at N. Washington St. and Jefferson St. This project will greatly improve the safety of walkers and bikers in both the City of Falls Church and Arlington. My daughter lives with four other residents in a group home for individuals with intellectual disabilities at 366 N. Washington Street and this improvement will help make life safer for all of them when they take walks around town or go to the Metro.	Support	22046
518	5/19/2022	Email	Pat & Angie Mellon	CFC-008	Our family fully supports the N. Washington St Multimodal Improvements Grant. We live near that intersection & know how much traffic moves through the area. We support making this area safer to pedestrians.	Support	22046
519	5/19/2022	Email	Barbara & Jeffrey Knapp	PWC-027	The following are comments that my wife and I have with regard to this project: 1. Overall, we do not see a need to spend 80 million dollars on a 2 mile project when in the current times it seems that so many other areas in the county could use the funds, i.e. the homeless, social services, counsellors for schools, aid for seniors in the county or if the funds can only be used for roads – fix our roads such as Route 1 from 234 to Neabsco; the utility contractor fixed their work in a very substandard manner, it is like going off road to travel to Walmart or Leesylvania Park. 2. We have lived within Four Seasons Development for about 17 years on 234. The back portion of our home faces I95; over this time the noise from 95 has gotten increasingly worse. The noise does not allow us to open our windows to take advantage of cool breezes because the noise in our family room from 95 or to sleep in our bedroom on most evenings. Therefore we are forced to use the air conditioning when not really required. Adding another 4 lane road, really in our back yard certainly is not going to decrease the noise! The value of my home and my neighbors is certainly not going to rise under these circumstances. 3. The project will also drive off the wildlife that lives in the area, may cause permanent damage to the small streams and may radically change the current runoff patterns that could effect property owners. Finally, I'm sure we will experience increased trash blowing in our direction in addition to losing a natural security barrier that the trees provide and is currently violated only by unlawful 4 Wheeling. 4. I see the views of those, particularly Montclair residents that would like traffic deferred away from them. But, what about the 4 lanes of traffic that would then go through the Cardinal housing area. The only issue in Montclair is the speed of traffic – it is not controlled. From my experience of driving through Montclair at 25 mph, usually on a daily basis it seems to be residents speeding, passing me, then turning on a side street to their homes. Yes, the Extension of Van Buren road will provide another access to I95; but I don not think it is going to be a better choice. The current 234 access to 95 is one of the worst places to enter 95; it is usually backed up at that location multiple times per day – more traffic is not the answer. Additionally, 234 is already developing into a nightmare. At many times a day traffic is backed up to the 711 from Van Buren Road waiting to get onto 95. Safety is becoming an issue, as drivers cannot wait in line and therefore proceed in the middle and left lanes through the intersection then try to merge to the right. Traffic wanting to turn right on Van Buren are using the right turn lane provided for the new shopping complex to shoot down to Van Buren to avoid the line causing many near misses to those obeying the law and waiting to merge at the appropriate merge point. The sad thing is the shopping center has not even opened yet or the Church on the corner is not yet operational. Bottom line that intersection is becoming a nightmare already without 4 additional lanes of traffic. 5. Granted, no easy decision here, the 95 corridor is not going to get better; what is needed is appropriate bypasses for people to use to avoid the DC area but still get them to their Southern destinations.	Oppose	22025

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
520	5/19/2022	Email	Amy Carr	CFC-008	I am a resident of East Jefferson Street in Falls Church and support the proposed HAWK signal at corner of Washington and Jefferson. I suggest that Hawk stop be integrated with the emergency signal near Grisham for the fire station, so that there are not too many stops in one short area (less people ignore them or take side streets to avoid). I cross Washington at this intersection 10-15 times a week on foot or bike as a frequent dog walker and biker since so much of what I value about Falls Church is on the West side (city hall, farmers market, restaurants, car repair, Dogtopia, bike shop, vet, CVS, westbound C&O (much shorter distance for me than over the new bridge)). I value the pedestrian nature of our city and have witnessed many near accidents at this busy intersection. I fear that traffic will be increasing exponentially along this corridor as the city develops. I would like easier crossing, however, careful consideration of traffic is needed since anything that further slows traffic on Washington Blvd will increase traffic on side streets like East Jefferson. Finally, stopped delivery vehicles (include ride shares) on Washington Blvd in front of Northgate should be strictly prohibited and that should be enforced. Far, far too often, trucks/vans/cars are stopped along this busy thoroughfare (or on East Jefferson so close to Washington that turning is difficult) and people changing lanes to go around them causes backups and potential collisions.	Support	
521	5/19/2022	Website	Jacquelyn Handly	CFC-008	I support a Hawk sign at the intersection of Rt 29/N Washington and Jefferson in Falls Church. I have crossed the road in that area before as a pedestrian and having a Hawk signal would make it much safer.	Support	22046
522	5/19/2022	Email	Ralph Braccio	FFX-125	After following the development of this project for years, and participating in numerous public meetings, I AND MEMBERS OF THE COMMUNITY CANNOT SUPPORT the project as currently envisioned. 1. First the analysis is incomplete. How can FCDOT request \$95 million without completing the analysis? 2. As of last week I was told by FCDOT that the proposal will make traffic at the Castle Road/Route 7 intersection worse (degrading to a F=Failure status); this will affect all residents in communities off Sleepy Hollow Road who commute to Arlington or D.C. daily (there must be hundreds of families affected). 3. There has been no assessment of residential impacts (e.g., noise, increased emissions), and it is very likely that the proposed project will fail a challenge to its required federal and state environment impact assessments, as no analysis has been done prior to selecting a proposed action. 4. There is no indication that any of the public suggestions have been incorporated.	Oppose	22044
523	5/19/2022	Email	Kristin Carter	Other	I am very concerned that there is no reliable traffic light for pedestrian crossing at the intersection of South Kings Hwy and Richmond Hwy (6300 Block). During the afternoon/evening rush hour it is impossible to cross without risking life or limb. When will there be a reliable traffic light installed to aid individuals crossing in that area?	Other	
524	5/20/2022	Website	Marek Polonski	CFC-008	Intersection of Route 29 and Jefferson St. needs a much better, pedestrian-friendly way to cross the street and navigate the neighborhood. The funds would be well spent to help the community enjoy walking and biking in this area.	Support	22046
525	5/20/2022	Website	Chris Clark	ARL-021	Hi y'all- thanks for accepting feedback. I'm supportive of the second entrance for the Ballston metro. The station gets congested during peak hours, and having another place for people to exit and enter will help with that as well as make it an easier and more accessible place for more people coming from the west. More people having access to transit is better for everyone, even if they never use it themselves because it helps improve air quality and helps put us closer to reaching our sustainability goals. I think it could also be worth revisiting the formula used to evaluate projects- many of the other huge road widening projects don't seem like they're setting us up to be successful as a region by continuing to make people reliant on only one kind of transportation.	Support	22209
526	5/20/2022	Website	Chris Clark	FFX-126	See comment 525	Oppose	22209
527	5/20/2022	Website	Chris Clark	PWC-035	See comment 525	Oppose	22209
528	5/20/2022	Website	Chris Clark	PWC-036	See comment 525	Oppose	22209
529	5/20/2022	Website	Chris Clark	PWC-029	See comment 525	Oppose	22209
530	5/20/2022	Website	Chris Clark	FFX-131	See comment 525	Oppose	22209

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
531	5/20/2022	Website	Chris Clark	LDN-024	See comment 525	Oppose	22209
532	5/20/2022	Website	Chris Clark	PWC-037	See comment 525	Oppose	22209
533	5/20/2022	Website	Brian Gish	CFC-008	Strongly in favor of this N Washington street project in Falls Church. It will support public transportation by better linking the EFC Metro station with destinations in Falls Church and improve traffic flow on congested road.	Support	22046
534	5/20/2022	Email	Victor S. Zitel	FFX-125	I fully support the comments of our neighbor at ____, Ralph Braccio, in his email comments of May 19, 2022 and CANNOT SUPPORT THIS PROJECT AS CURRENTLY ENVISIONED. As with many other neighbors in the Buffalo Hills community, we have followed and participated in this projects development and attended numerous public meetings and have as yet to see our concerns addressed. These partially include: 1. That the proposal will make traffic at the Castle Road/Route 7 intersection worse (degrading to a F=Failure status); this will affect all residents in communities off Sleepy Hollow Road who commute to Arlington or D.C. daily (there must be hundreds of families affected). 2. That there has been no assessment of residential impacts (e.g., noise barriers, increased emissions, traffic congestion despite repeated suggestions of this nature by us and community members. , 3. That without these above assessments the FCDOT analysis is incomplete.	Oppose	22044
535	5/20/2022	Email	Rob Hartwell, on behalf of Riverbend Estates Citizens Association	PWC-030	I'm a former Fairfax County Planning Commissioner, Library Board Member, Civic Association President and Prince William Civic Association VP. On the Planning Commission I chaired the Environment Subcommittee and served on the Transportation Committee. I'm writing now on behalf of the Riverbend Estates Citizens Association in the Belmont Bay section of Prince William County. I also served on the Board of the Harbor View Condo in Belmont Bay a few years ago. I also served on the Interstate Commission on the Potomac River Basin as a Virginia Commissioner and was President of the Northern Virginia Park Authority Foundation. Belmont Bay residents have come up with a superior alternative to the flyover at 1/5th the cost and are working with local developers of the project across the street from the VRE. It would be a terrible waste of funds to prioritize a project which is no longer needed (a million sq. feet of commercial has been removed from the plan for Belmont Bay) and which residents strongly oppose. Please do not prioritize this project and work with us and our engineers on our alternative.	Oppose	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
536	5/20/2022	Email	Tim Stevens	CFC-008	<p>I support the need for project CFC-008, as it addresses multiple safety and accessibility problems that exist along North Washington Street in the City of Falls Church.</p> <p>I walk along the eastern side of North Washington (near the Gateway Plaza office building) several times a week. Cars, trucks, buses all travel at speeds in excess of 40 miles an hour (it is downhill in slope) just a few feet from pedestrians. The road aims vehicles directly towards pedestrians until turning slightly away, giving the appearance to pedestrians that the vehicles are coming right into them. The result of this is that few pedestrians use the sidewalks. Even as new development occurs at the intersection of Rt. 29 and Rt. 7 (where a new theater and Whole Foods is being constructed), many, who live in apartment buildings and townhouses near North Washington will choose to drive to reach these new amenities rather than walk, due to concerns over safety. When a western entrance to the East Falls Church metro station is added, pedestrians wanting to use the new entrance will be affected by concerns over safety while walking along North Washington, suppressing the numbers of people choosing to walk.</p> <p>Likewise, there are no protected bike lanes (or facilities for biking of any kind) along North Washington St., which leads right to the W&OD bike path. People living in the new multifamily buildings being constructed in Falls Church along Broad St. will hesitate to bike to East Falls Church metro station due to lack of facilities. Improving biking in this area will reduce the number of vehicles on the main roads.</p> <p>There are no pedestrian crossing capabilities between Columbia St. and Westmoreland (in Arlington), which is especially dangerous for pedestrians wanting to cross North Washington, which many do to use the Isaac Crossman Park trail along Four Mile Run stream. It is especially urgent to install fully functioning traffic signals at Gresham Place and North Washington. There is a traffic light near this intersection which used to be coordinated with the traffic signal at Westmoreland, and allowed drivers to safely exit Gresham Place onto North Washington (especially turning left towards the City of Falls Church). Even though this signal is in the City of Falls Church, city staff have allowed Arlington staff to control the light. It no longer works in coordination with the traffic signal at Westmoreland the way it used to. This has led to a dangerous situation for anyone - drivers, bikers or pedestrians - to exit Gresham Place onto North Washington.</p> <p>Please fund CFC-008 so that serious safety and active transportation needs can be addressed.</p>	Support	
537	5/20/2022	Email	Alison Miller	CFC-008	I am writing in support of N Washington multimodal project CFC-008 and the additional safety it will provide to pedestrians.	Support	22046
538	5/20/2022	Email	wicksalve	PWC-027	Go for it! We need it badly	Support	
539	5/20/2022	Website	Rory Hytrek	ALX-020	<p>I am fully supportive of the ALX-020 project. It makes our bike trails safer and more accessible. I a resident and a nervous biker; this would assuage my nerves quite a bit.</p> <p>I am also fully supportive of the Liberia Ave project. I spend most weekends in Manassas, and use this interesting exceptionally frequently. Widening it would help solve many congestion issues which lead to frequent crashes.</p>	Support	22314
540	5/20/2022	Website	Rory Hytrek	MAN-002	See comment #539	Support	22314
541	5/20/2022	Website	Will Anderson	FFX-124	<p>Though I support buying buses which are more environmentally friendly than gasoline and diesel, I am concerned that investments are being made in such an unproven and unreliable technology such as battery electric buses. There are many stories which point to major flaws as buses are unable to make it up hills or cannot hold charge when it is cold, one is here: https://www.alxnow.com/2021/11/08/dash-electric-buses-face-challenges-from-hills-and-cold-weather/. What is even more concerning is public transport companies who have attempted to use this technology are now moving away from battery electric buses in favor of fuel cell buses. Why place an investment in technology which has had many issues as battery electric buses? And the way which electric is made is not green and not environmentally friendly. I don't support this project as I think it is short sighted and based on being trendy rather than looking the environmental big picture and problems and breakdowns that these buses and associated infrastructure have had in the public transport sphere.</p>	Oppose	22150

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
542	5/20/2022	Email	Kathleen Kearns	PWC-030	<p>I strongly oppose the subject project. This project would result in connecting Route 123 to Belmont Bay Drive, which, has also been referred to as the 123/Belmont Bay Dr flyover. A flyover because it would result in having a 4 to 6 lane roadway (depending on alternative) fly over (so to speak) route 1 and the Railroad Tracks. A flyover has been talked about for many years and VDOT currently is studying four alternatives through a Strategically Targeted Affordable Roadway Solutions (STARS) Study. There are many other elements besides the flyover portion that would be involved with adjacent roads and interchanges.</p> <p>I am opposed to the "flyover" and think that it would significantly alter the Belmont Bay community through having a roadway that will have to have a wall built up to elevate the roadway over the railroad tracks and then have the roadway tapered down in elevation to the current level which would result in bisecting two Belmont Bay residential areas and destroying the view and create obstructions for those in the residential areas to be able to get to the VRE station. There is also potential for more traffic coming from traffic that would normally take Dawson Beach Road, coming instead through the neighborhood roadways that go between Dawson Beach Road and Belmont Bay Dr. There are so many other areas along route 1 that have bottlenecks that the ongoing widening will likely not solve and trying to increase traffic flow in this area will not help the other areas like the narrowing from 4 lanes to two lanes each way when crossing into Fairfax County when going north and the many stop lights and intersections when going south of Belmont Bay. I ask that other alternatives to the "flyover" be explored and, if any new bridges into Belmont Bay be considered, that, instead of the flyover location currently considered, that, instead enhance the area at the Dawson Beach Road/Route 1 intersection.</p> <p>Also, the Belmont Bay developer's proposed plans in their rezoning and special use permit applications do not rely on having the "flyover." In addition, the BB HOA board has been in discussions with VDOT to try to consider another alternative to the "flyover" that would likely be significantly more favorable to the Belmont Bay residents as well as likely be significantly much less costly.</p>	Oppose	
543	5/20/2022	Email	Kyle Crawford	PWC-030	<p>I am writing you regarding the Route 1 and Route 123 interchange. My name is Kyle Crawford, and my phone number is ____, and I live in the 22191 zip code. I am a younger member of the community, but I have lived in Woodbridge all my life. I am proud of the community's projects after years of neglect. We are turning into a destination community that I am excited to invite friends and family to so they can enjoy the area as much as I do. That means that changes are needed, and this project is one of them.</p> <p>The Belmont Bay community is notorious for not wanting anything to change within their community and around their neighborhood. I live there, and I can confidently say that they will claim they want to compromise with developments, developers, and the county. Still, if the HOA doesn't get exactly what they want, they turn into a very entitled group of individuals incapable of compromise or change. They do not look out for the region's greater good, and if there is any change in the Belmont Bay community, they will argue against it.</p> <p>We see it with the Riverside development, but more importantly, with the development from Caruthers to complete the town center over the past 20 years. They do not want the development, but to appease the county and public, they will publically state they are "willing to negotiate." I support the interchange because Belmont Bay needs another entrance into the community. During rush hour, the bridge on Dawson is not equipped to handle the current traffic, let alone with more commercial and homes coming. The interchange has always been planned and is needed.</p>	Oppose	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
544	5/20/2022	Website	Holly Dougherty, on behalf of Eric Christensen, President, Transportation Association of Greater Springfield (TAGS)	FFX-119	<p>Dear Chairman Randall,</p> <p>The Transportation Association of Greater Springfield (TAGS) is writing to share our strong support for important NVTA FY2022-2027 Six Year Program candidate projects. These projects are needed for infrastructure that moves thousands of people and vehicles every day in our communities and we appreciate the opportunity to submit our comments.</p> <p>Project FFX-119, the Frontier Drive Extension and Intersection Improvements Project, will extend from the current terminus at the Joe Alexander/Franconia Springfield Transit Center to Loisdale Road. This critical link will facilitate multi-modal access to the transit center allowing for more direct routes and help to reduce travel times. The extension will greatly benefit existing businesses and promote the growth of economic regional development. As funds have already been allocated for design and engineering, we encourage further support of this project for right-of-way acquisition and construction.</p> <p>We strongly encourage funding to purchase 8 new Zero Emission Vehicles, Project FFX-124, to connect the Franconia-Springfield Metro with Tysons and Dun Loring. These buses will help reduce vehicular traffic and will support a missing transit link to major employment centers in Fairfax County.</p> <p>The Fairfax County Parkway has become a major transportation artery in Northern Virginia. Now is the time to plan for future improvements and commit funding to Project FFX-123, Fairfax County Parkway Widening: Nomes Court to Route 123. The widening of this road will help to improve traffic flow and safety.</p> <p>NVTA has previously supported the Project FFX-131, Richmond Highway widening from Mt.Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane, and Project FFX-128, the Richmond Highway (Route 1) Bus Rapid Transit Project (BRT) Project. Although not in the immediate Springfield area, we appreciate your awareness of the needs of this vehicle and transit corridor. Both the BRT and widening of the highway will dramatically improve traffic flow, reduce congestion between major employment centers, and provide greatly needed pedestrian and bicycle facilities. We encourage NVTA to continue funding these two important projects.</p>	Support	22310
545	5/20/2022	Website	Holly Dougherty, on behalf of Eric Christensen, President, Transportation Association of Greater Springfield (TAGS)	FFX-124	See comment #544	Support	22310
546	5/20/2022	Website	Holly Dougherty, on behalf of Eric Christensen, President, Transportation Association of Greater Springfield (TAGS)	Other	See comment #544. [There is no FFX-123 in this round of SYP applications - NVTA staff]	Other	22310
547	5/20/2022	Website	Holly Dougherty, on behalf of Eric Christensen, President, Transportation Association of Greater Springfield (TAGS)	FFX-131	See comment #544	Support	22310
548	5/20/2022	Website	Holly Dougherty, on behalf of Eric Christensen, President, Transportation Association of Greater Springfield (TAGS)	FFX-128	See comment #544	Support	22310
549	5/20/2022	Website	Eileen Perez	PWC-030	As a resident of the Belmont Bay area, I am optimistic about the prospect of this project and how it will benefit me and my family, and our community as well.	Support	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
550	5/20/2022	Email	Jen Gore	FFX-128	<p>Dear NVTA Officials, Dear NVTA board members and local elected officials, The Northern Virginia Transportation Authority needs to better prioritize projects that support a sustainable, equitable and livable future rather than devoting most of its funding to bigger roads and more car dependence. I'm asking you to shift funding to projects that are consistent with adopted regional goals for walkable, bikeable, transit-oriented communities in Northern Virginia. The proposed FY2022-27 Six-Year Funding Program prioritizes spending over \$600 million for road widening and highway interchange projects compared to only \$17 million for everything else. This is unacceptable. In a time of climate change, high costs of car ownership, and more demand for walkable communities, NVTA needs to shift its priorities. Fortunately, there are ten worthwhile candidate projects that take us in an alternative direction from simply funding bigger high-speed roads through our communities:</p> <ul style="list-style-type: none"> * Richmond Highway Bus Rapid Transit * Fairfax Connector - 8 electric buses * Improvements to make N. Washington St in Falls Church safer * Second entrance for the Ballston Metro to make access more convenient * West End Transitway improvements in Alexandria * Holmes Run walking and biking trail reconstruction in Alexandria * Three local street connection projects to improve Metro station access: Herndon (Worldgate Dr), Wiehle-Reston (Soapstone Dr), and Franconia-Springfield (Frontier Dr) * Seven Corners ring road to improve the local street network and provide ped/bike connectivity <p>As shown in the Coalition for Smarter Growth's "On the Wrong Road" report (smartergrowth.net), NVTA's focus on short-term congestion relief through road widening takes Northern Virginia in the wrong direction. Too many of the candidate projects would make people drive more miles, create more emissions, and undermine NVTA member jurisdiction investments in transit-oriented communities and walkable activity centers. Please select and shift funding to projects listed above that give Northern Virginia a more sustainable and livable future.</p>	Support	22314
551	5/20/2022	Email	Jen Gore	FFX-124	See comment #550	Support	22314
552	5/20/2022	Email	Jen Gore	CFC-008	See comment #550	Support	22314
553	5/20/2022	Email	Jen Gore	ARL-021	See comment #550	Support	22314
554	5/20/2022	Email	Jen Gore	ALX-018	See comment #550	Support	22314
555	5/20/2022	Email	Jen Gore	ALX-020	See comment #550	Support	22314
556	5/20/2022	Email	Jen Gore	HND-005	See comment #550	Support	22314
557	5/20/2022	Email	Jen Gore	FFX-121	See comment #550	Support	22314
558	5/20/2022	Email	Jen Gore	FFX-119	See comment #550	Support	22314
559	5/20/2022	Email	Jen Gore	FFX-125	See comment #550	Support	22314
560	5/20/2022	Email	Kevin Brehm	FFX-128	See comment #550	Support	22314
561	5/20/2022	Email	Kevin Brehm	FFX-124	See comment #550	Support	22314
562	5/20/2022	Email	Kevin Brehm	CFC-008	See comment #550	Support	22314
563	5/20/2022	Email	Kevin Brehm	ARL-021	See comment #550	Support	22314
564	5/20/2022	Email	Kevin Brehm	ALX-018	See comment #550	Support	22314

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565	5/20/2022	Email	Kevin Brehm	ALX-020	See comment #550	Support	22314
566	5/20/2022	Email	Kevin Brehm	HND-005	See comment #550	Support	22314
567	5/20/2022	Email	Kevin Brehm	FFX-121	See comment #550	Support	22314
568	5/20/2022	Email	Kevin Brehm	FFX-119	See comment #550	Support	22314
569	5/20/2022	Email	Kevin Brehm	FFX-125	See comment #550	Support	22314
570	5/20/2022	Email	Judy Bryan	FFX-128	See comment #550	Support	22311
571	5/20/2022	Email	Judy Bryan	FFX-124	See comment #550	Support	22311
572	5/20/2022	Email	Judy Bryan	CFC-008	See comment #550	Support	22311
573	5/20/2022	Email	Judy Bryan	ARL-021	See comment #550	Support	22311
574	5/20/2022	Email	Judy Bryan	ALX-018	See comment #550	Support	22311
575	5/20/2022	Email	Judy Bryan	ALX-020	See comment #550	Support	22311
576	5/20/2022	Email	Judy Bryan	HND-005	See comment #550	Support	22311
577	5/20/2022	Email	Judy Bryan	FFX-121	See comment #550	Support	22311
578	5/20/2022	Email	Judy Bryan	FFX-119	See comment #550	Support	22311
579	5/20/2022	Email	Judy Bryan	FFX-125	See comment #550	Support	22311
580	5/20/2022	Email	Jeffrey Marovitz	FFX-128	See comment #550	Support	20190
581	5/20/2022	Email	Jeffrey Marovitz	FFX-124	See comment #550	Support	20190
582	5/20/2022	Email	Jeffrey Marovitz	CFC-008	See comment #550	Support	20190
583	5/20/2022	Email	Jeffrey Marovitz	ARL-021	See comment #550	Support	20190
584	5/20/2022	Email	Jeffrey Marovitz	ALX-018	See comment #550	Support	20190
585	5/20/2022	Email	Jeffrey Marovitz	ALX-020	See comment #550	Support	20190
586	5/20/2022	Email	Jeffrey Marovitz	HND-005	See comment #550	Support	20190
587	5/20/2022	Email	Jeffrey Marovitz	FFX-121	See comment #550	Support	20190
588	5/20/2022	Email	Jeffrey Marovitz	FFX-119	See comment #550	Support	20190
589	5/20/2022	Email	Jeffrey Marovitz	FFX-125	See comment #550	Support	20190
590	5/20/2022	Email	Ting Waymouth	FFX-128	See comment #550	Support	22152

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
591	5/20/2022	Email	Ting Waymouth	FFX-124	See comment #550	Support	22152
592	5/20/2022	Email	Ting Waymouth	CFC-008	See comment #550	Support	22152
593	5/20/2022	Email	Ting Waymouth	ARL-021	See comment #550	Support	22152
594	5/20/2022	Email	Ting Waymouth	ALX-018	See comment #550	Support	22152
595	5/20/2022	Email	Ting Waymouth	ALX-020	See comment #550	Support	22152
596	5/20/2022	Email	Ting Waymouth	HND-005	See comment #550	Support	22152
597	5/20/2022	Email	Ting Waymouth	FFX-121	See comment #550	Support	22152
598	5/20/2022	Email	Ting Waymouth	FFX-119	See comment #550	Support	22152
599	5/20/2022	Email	Ting Waymouth	FFX-125	See comment #550	Support	22152
600	5/20/2022	Email	Laura Ray	FFX-128	See comment #550	Support	22312
601	5/20/2022	Email	Laura Ray	FFX-124	See comment #550	Support	22312
602	5/20/2022	Email	Laura Ray	CFC-008	See comment #550	Support	22312
603	5/20/2022	Email	Laura Ray	ARL-021	See comment #550	Support	22312
604	5/20/2022	Email	Laura Ray	ALX-018	See comment #550	Support	22312
605	5/20/2022	Email	Laura Ray	ALX-020	See comment #550	Support	22312
606	5/20/2022	Email	Laura Ray	HND-005	See comment #550	Support	22312
607	5/20/2022	Email	Laura Ray	FFX-121	See comment #550	Support	22312
608	5/20/2022	Email	Laura Ray	FFX-119	See comment #550	Support	22312
609	5/20/2022	Email	Laura Ray	FFX-125	See comment #550	Support	22312
610	5/20/2022	Email	Hilary Eckberg	FFX-128	See comment #550	Support	22124
611	5/20/2022	Email	Hilary Eckberg	FFX-124	See comment #550	Support	22124
612	5/20/2022	Email	Hilary Eckberg	CFC-008	See comment #550	Support	22124
613	5/20/2022	Email	Hilary Eckberg	ARL-021	See comment #550	Support	22124
614	5/20/2022	Email	Hilary Eckberg	ALX-018	See comment #550	Support	22124
615	5/20/2022	Email	Hilary Eckberg	ALX-020	See comment #550	Support	22124
616	5/20/2022	Email	Hilary Eckberg	HND-005	See comment #550	Support	22124

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
617	5/20/2022	Email	Hilary Eckberg	FFX-121	See comment #550	Support	22124
618	5/20/2022	Email	Hilary Eckberg	FFX-119	See comment #550	Support	22124
619	5/20/2022	Email	Hilary Eckberg	FFX-125	See comment #550	Support	22124
620	5/20/2022	Email	Steven Vogel	FFX-128	See comment #550	Support	22046
621	5/20/2022	Email	Steven Vogel	FFX-124	See comment #550	Support	22046
622	5/20/2022	Email	Steven Vogel	CFC-008	See comment #550	Support	22046
623	5/20/2022	Email	Steven Vogel	ARL-021	See comment #550	Support	22046
624	5/20/2022	Email	Steven Vogel	ALX-018	See comment #550	Support	22046
625	5/20/2022	Email	Steven Vogel	ALX-020	See comment #550	Support	22046
626	5/20/2022	Email	Steven Vogel	HND-005	See comment #550	Support	22046
627	5/20/2022	Email	Steven Vogel	FFX-121	See comment #550	Support	22046
628	5/20/2022	Email	Steven Vogel	FFX-119	See comment #550	Support	22046
629	5/20/2022	Email	Steven Vogel	FFX-125	See comment #550	Support	22046
630	5/20/2022	Email	Alison Cipriani	FFX-128	See comment #550	Support	22314
631	5/20/2022	Email	Alison Cipriani	FFX-124	See comment #550	Support	22314
632	5/20/2022	Email	Alison Cipriani	CFC-008	See comment #550	Support	22314
633	5/20/2022	Email	Alison Cipriani	ARL-021	See comment #550	Support	22314
634	5/20/2022	Email	Alison Cipriani	ALX-018	See comment #550	Support	22314
635	5/20/2022	Email	Alison Cipriani	ALX-020	See comment #550	Support	22314
636	5/20/2022	Email	Alison Cipriani	HND-005	See comment #550	Support	22314
637	5/20/2022	Email	Alison Cipriani	FFX-121	See comment #550	Support	22314
638	5/20/2022	Email	Alison Cipriani	FFX-119	See comment #550	Support	22314
639	5/20/2022	Email	Alison Cipriani	FFX-125	See comment #550	Support	22314
640	5/20/2022	Email	Carolyn Haupt	FFX-128	See comment #550	Support	22302
641	5/20/2022	Email	Carolyn Haupt	FFX-124	See comment #550	Support	22302
642	5/20/2022	Email	Carolyn Haupt	CFC-008	See comment #550	Support	22302

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
643	5/20/2022	Email	Carolyn Haupt	ARL-021	See comment #550	Support	22302
644	5/20/2022	Email	Carolyn Haupt	ALX-018	See comment #550	Support	22302
645	5/20/2022	Email	Carolyn Haupt	ALX-020	See comment #550	Support	22302
646	5/20/2022	Email	Carolyn Haupt	HND-005	See comment #550	Support	22302
647	5/20/2022	Email	Carolyn Haupt	FFX-121	See comment #550	Support	22302
648	5/20/2022	Email	Carolyn Haupt	FFX-119	See comment #550	Support	22302
649	5/20/2022	Email	Carolyn Haupt	FFX-125	See comment #550	Support	22302
650	5/20/2022	Email	Diana Clayton	FFX-128	See comment #550	Support	22032
651	5/20/2022	Email	Diana Clayton	FFX-124	See comment #550	Support	22302
652	5/20/2022	Email	Diana Clayton	CFC-008	See comment #550	Support	22302
653	5/20/2022	Email	Diana Clayton	ARL-021	See comment #550	Support	22302
654	5/20/2022	Email	Diana Clayton	ALX-018	See comment #550	Support	22302
655	5/20/2022	Email	Diana Clayton	ALX-020	See comment #550	Support	22302
656	5/20/2022	Email	Diana Clayton	HND-005	See comment #550	Support	22302
657	5/20/2022	Email	Diana Clayton	FFX-121	See comment #550	Support	22302
658	5/20/2022	Email	Diana Clayton	FFX-119	See comment #550	Support	22302
659	5/20/2022	Email	Diana Clayton	FFX-125	See comment #550	Support	22302
660	5/20/2022	Email	Steve Marcom	FFX-128	See comment #550	Support	22101
661	5/20/2022	Email	Steve Marcom	FFX-124	See comment #550	Support	22101
662	5/20/2022	Email	Steve Marcom	CFC-008	See comment #550	Support	22101
663	5/20/2022	Email	Steve Marcom	ARL-021	See comment #550	Support	22101
664	5/20/2022	Email	Steve Marcom	ALX-018	See comment #550	Support	22101
665	5/20/2022	Email	Steve Marcom	ALX-020	See comment #550	Support	22101
666	5/20/2022	Email	Steve Marcom	HND-005	See comment #550	Support	22101
667	5/20/2022	Email	Steve Marcom	FFX-121	See comment #550	Support	22101
668	5/20/2022	Email	Steve Marcom	FFX-119	See comment #550	Support	22101

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
669	5/20/2022	Email	Steve Marcom	FFX-125	See comment #550	Support	22101
670	5/20/2022	Email	Brooke Kane	FFX-128	See comment #550	Support	22101
671	5/20/2022	Email	Brooke Kane	FFX-124	See comment #550	Support	22101
672	5/20/2022	Email	Brooke Kane	CFC-008	See comment #550	Support	22101
673	5/20/2022	Email	Brooke Kane	ARL-021	See comment #550	Support	22101
674	5/20/2022	Email	Brooke Kane	ALX-018	See comment #550	Support	22101
675	5/20/2022	Email	Brooke Kane	ALX-020	See comment #550	Support	22101
676	5/20/2022	Email	Brooke Kane	HND-005	See comment #550	Support	22101
677	5/20/2022	Email	Brooke Kane	FFX-121	See comment #550	Support	22101
678	5/20/2022	Email	Brooke Kane	FFX-119	See comment #550	Support	22101
679	5/20/2022	Email	Brooke Kane	FFX-125	See comment #550	Support	22101
680	5/20/2022	Email	Nancy Glynn	FFX-128	See comment #550	Support	22309
681	5/20/2022	Email	Nancy Glynn	FFX-124	See comment #550	Support	22309
682	5/20/2022	Email	Nancy Glynn	CFC-008	See comment #550	Support	22309
683	5/20/2022	Email	Nancy Glynn	ARL-021	See comment #550	Support	22309
684	5/20/2022	Email	Nancy Glynn	ALX-018	See comment #550	Support	22309
685	5/20/2022	Email	Nancy Glynn	ALX-020	See comment #550	Support	22309
686	5/20/2022	Email	Nancy Glynn	HND-005	See comment #550	Support	22309
687	5/20/2022	Email	Nancy Glynn	FFX-121	See comment #550	Support	22309
688	5/20/2022	Email	Nancy Glynn	FFX-119	See comment #550	Support	22309
689	5/20/2022	Email	Nancy Glynn	FFX-125	See comment #550	Support	22309
690	5/20/2022	Email	Laura Bergner	FFX-128	See comment #550	Support	22101
691	5/20/2022	Email	Laura Bergner	FFX-124	See comment #550	Support	22101
692	5/20/2022	Email	Laura Bergner	CFC-008	See comment #550	Support	22101
693	5/20/2022	Email	Laura Bergner	ARL-021	See comment #550	Support	22101
694	5/20/2022	Email	Laura Bergner	ALX-018	See comment #550	Support	22101

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
695	5/20/2022	Email	Laura Bergner	ALX-020	See comment #550	Support	22101
696	5/20/2022	Email	Laura Bergner	HND-005	See comment #550	Support	22101
697	5/20/2022	Email	Laura Bergner	FFX-121	See comment #550	Support	22101
698	5/20/2022	Email	Laura Bergner	FFX-119	See comment #550	Support	22101
699	5/20/2022	Email	Laura Bergner	FFX-125	See comment #550	Support	22101
700	5/20/2022	Email	Judy Dickson	FFX-128	See comment #550	Support	Address could not be verified
701	5/20/2022	Email	Judy Dickson	FFX-124	See comment #550	Support	Address could not be verified
702	5/20/2022	Email	Judy Dickson	CFC-008	See comment #550	Support	Address could not be verified
703	5/20/2022	Email	Judy Dickson	ARL-021	See comment #550	Support	Address could not be verified
704	5/20/2022	Email	Judy Dickson	ALX-018	See comment #550	Support	Address could not be verified
705	5/20/2022	Email	Judy Dickson	ALX-020	See comment #550	Support	Address could not be verified
706	5/20/2022	Email	Judy Dickson	HND-005	See comment #550	Support	Address could not be verified
707	5/20/2022	Email	Judy Dickson	FFX-121	See comment #550	Support	Address could not be verified
708	5/20/2022	Email	Judy Dickson	FFX-119	See comment #550	Support	Address could not be verified
709	5/20/2022	Email	Judy Dickson	FFX-125	See comment #550	Support	Address could not be verified
710	5/20/2022	Email	Frim Nowicki, one behalf of Belmont Bay Concerned Citizens Group	PWC-030	Dear Northern Virginia Transit Authority, I am writing to you on on behalf of the 200+ Members of the Belmont Bay Concerned Citizens Group concerning the Route 1 at 123 Interchange on your current priority project list. We request that you remove this project from your list as the VDOT Stars options are untenable for Belmont Bay. The VDOT plans do not take into consideration the damaging effects this will have on our community. These effects include: increased large truck commercial traffic; increased vehicle air pollution; possible devaluing of homes along the traffic path and the damaging effects on the Belmont Bay recreational facilities. For 18 years, VDOT has tried to impose this terrible plan. The Belmont Bay Board is developing a traffic plan which will address all the issues and which saves our community from disfigurement. They have offered to work with VDOT, the Prince William Transportation Department and developers to bring this plan to fruition. Until this plan is approved, please remove the Route 1 at Route 123 Interchange from your priority listing. Thank you for your consideration.	Oppose	
711	5/20/2022	Email	Donna Jones	FFX-128	See comment #550	Support	20171
712	5/20/2022	Email	Donna Jones	FFX-124	See comment #550	Support	20171
713	5/20/2022	Email	Donna Jones	CFC-008	See comment #550	Support	20171
714	5/20/2022	Email	Donna Jones	ARL-021	See comment #550	Support	20171
715	5/20/2022	Email	Donna Jones	ALX-018	See comment #550	Support	20171

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
716	5/20/2022	Email	Donna Jones	ALX-020	See comment #550	Support	20171
717	5/20/2022	Email	Donna Jones	HND-005	See comment #550	Support	20171
718	5/20/2022	Email	Donna Jones	FFX-121	See comment #550	Support	20171
719	5/20/2022	Email	Donna Jones	FFX-119	See comment #550	Support	20171
720	5/20/2022	Email	Donna Jones	FFX-125	See comment #550	Support	20171
721	5/20/2022	Email	John Byrne	FFX-128	See comment #550	Support	22124
722	5/20/2022	Email	John Byrne	FFX-124	See comment #550	Support	22124
723	5/20/2022	Email	John Byrne	CFC-008	See comment #550	Support	22124
724	5/20/2022	Email	John Byrne	ARL-021	See comment #550	Support	22124
725	5/20/2022	Email	John Byrne	ALX-018	See comment #550	Support	22124
726	5/20/2022	Email	John Byrne	ALX-020	See comment #550	Support	22124
727	5/20/2022	Email	John Byrne	HND-005	See comment #550	Support	22124
728	5/20/2022	Email	John Byrne	FFX-121	See comment #550	Support	22124
729	5/20/2022	Email	John Byrne	FFX-119	See comment #550	Support	22124
730	5/20/2022	Email	John Byrne	FFX-125	See comment #550	Support	22124
731	5/20/2022	Email	Hector Daniel Rodriguez	PWC-030	Supervisor Margret Franklin and to whom it may concern, I would like to present my objection to PWC-030 Route 1 at Route 123 Interchange proposed 123 Belmont Bay Dr. "Flyover", project. I opposed to the "Flyover project" since it will impact Belmont Bay community with: increased traffic, noise, pollution, privacy, among other things in a residential area. The price decrease impact that will suffer the adjacent properties to the flyover. I know that six members of the PWC BOCS have visited Belmont Bay community to learn the concerns of the impact on Belmont Bay by the rezoning request and the Flyover. However, I have learned that only Supervisor Vega and Lawson had disapproved the application's grant for the Flyover. I kindly request you, as our representative at Woodbridge District Supervisor, to review this project and ask the PWC BOCS to reject the approval of the flyover funding program. I ask for your support and understanding on these issues as a concern resident of Belmont Bay.	Oppose	22191
732	5/20/2022	Email	Beth Francis	FFX-128	See comment #550	Support	22193
733	5/20/2022	Email	Beth Francis	FFX-124	See comment #550	Support	22193
734	5/20/2022	Email	Beth Francis	CFC-008	See comment #550	Support	22193
735	5/20/2022	Email	Beth Francis	ARL-021	See comment #550	Support	22193
736	5/20/2022	Email	Beth Francis	ALX-018	See comment #550	Support	22193
737	5/20/2022	Email	Beth Francis	ALX-020	See comment #550	Support	22193

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
738	5/20/2022	Email	Beth Francis	HND-005	See comment #550	Support	22193
739	5/20/2022	Email	Beth Francis	FFX-121	See comment #550	Support	22193
740	5/20/2022	Email	Beth Francis	FFX-119	See comment #550	Support	22193
741	5/20/2022	Email	Beth Francis	FFX-125	See comment #550	Support	22193
742	5/20/2022	Email	Cynthia Howell	FFX-128	See comment #550	Support	20165
743	5/20/2022	Email	Cynthia Howell	FFX-124	See comment #550	Support	20165
744	5/20/2022	Email	Cynthia Howell	CFC-008	See comment #550	Support	20165
745	5/20/2022	Email	Cynthia Howell	ARL-021	See comment #550	Support	20165
746	5/20/2022	Email	Cynthia Howell	ALX-018	See comment #550	Support	20165
747	5/20/2022	Email	Cynthia Howell	ALX-020	See comment #550	Support	20165
748	5/20/2022	Email	Cynthia Howell	HND-005	See comment #550	Support	20165
749	5/20/2022	Email	Cynthia Howell	FFX-121	See comment #550	Support	20165
750	5/20/2022	Email	Cynthia Howell	FFX-119	See comment #550	Support	20165
751	5/20/2022	Email	Cynthia Howell	FFX-125	See comment #550	Support	20165
752	5/20/2022	Email	Alek Becker	FFX-128	See comment #550	Support	22314
753	5/20/2022	Email	Alek Becker	FFX-124	See comment #550	Support	22314
754	5/20/2022	Email	Alek Becker	CFC-008	See comment #550	Support	22314
755	5/20/2022	Email	Alek Becker	ARL-021	See comment #550	Support	22314
756	5/20/2022	Email	Alek Becker	ALX-018	See comment #550	Support	22314
757	5/20/2022	Email	Alek Becker	ALX-020	See comment #550	Support	22314
758	5/20/2022	Email	Alek Becker	HND-005	See comment #550	Support	22314
759	5/20/2022	Email	Alek Becker	FFX-121	See comment #550	Support	22314
760	5/20/2022	Email	Alek Becker	FFX-119	See comment #550	Support	22314
761	5/20/2022	Email	Alek Becker	FFX-125	See comment #550	Support	22314
762	5/20/2022	Email	Alexandra Laney	FFX-128	See comment #550	Support	22305
763	5/20/2022	Email	Alexandra Laney	FFX-124	See comment #550	Support	22305

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
764	5/20/2022	Email	Alexandra Laney	CFC-008	See comment #550	Support	22305
765	5/20/2022	Email	Alexandra Laney	ARL-021	See comment #550	Support	22305
766	5/20/2022	Email	Alexandra Laney	ALX-018	See comment #550	Support	22305
767	5/20/2022	Email	Alexandra Laney	ALX-020	See comment #550	Support	22305
768	5/20/2022	Email	Alexandra Laney	HND-005	See comment #550	Support	22305
769	5/20/2022	Email	Alexandra Laney	FFX-121	See comment #550	Support	22305
770	5/20/2022	Email	Alexandra Laney	FFX-119	See comment #550	Support	22305
771	5/20/2022	Email	Alexandra Laney	FFX-125	See comment #550	Support	22305
772	5/20/2022	Email	Michael Carter	FFX-128	See comment #550	Support	22003
773	5/20/2022	Email	Michael Carter	FFX-124	See comment #550	Support	22003
774	5/20/2022	Email	Michael Carter	CFC-008	See comment #550	Support	22003
775	5/20/2022	Email	Michael Carter	ARL-021	See comment #550	Support	22003
776	5/20/2022	Email	Michael Carter	ALX-018	See comment #550	Support	22003
777	5/20/2022	Email	Michael Carter	ALX-020	See comment #550	Support	22003
778	5/20/2022	Email	Michael Carter	HND-005	See comment #550	Support	22003
779	5/20/2022	Email	Michael Carter	FFX-121	See comment #550	Support	22003
780	5/20/2022	Email	Michael Carter	FFX-119	See comment #550	Support	22003
781	5/20/2022	Email	Michael Carter	FFX-125	See comment #550	Support	22003
782	5/20/2022	Email	Donald Walsh	FFX-128	See comment #550	Support	22314
783	5/20/2022	Email	Donald Walsh	FFX-124	See comment #550	Support	22314
784	5/20/2022	Email	Donald Walsh	CFC-008	See comment #550	Support	22314
785	5/20/2022	Email	Donald Walsh	ARL-021	See comment #550	Support	22314
786	5/20/2022	Email	Donald Walsh	ALX-018	See comment #550	Support	22314
787	5/20/2022	Email	Donald Walsh	ALX-020	See comment #550	Support	22314
788	5/20/2022	Email	Donald Walsh	HND-005	See comment #550	Support	22314
789	5/20/2022	Email	Donald Walsh	FFX-121	See comment #550	Support	22314

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
790	5/20/2022	Email	Donald Walsh	FFX-119	See comment #550	Support	22314
791	5/20/2022	Email	Donald Walsh	FFX-125	See comment #550	Support	22314
792	5/20/2022	Email	Preston Banks	PWC-035	I support this project. It will reduce the traffic on Rt. 28 and is much needed.	Support	20111
793	5/20/2022	Email	Matthew Fleck	FFX-128	See comment #550	Support	22032
794	5/20/2022	Email	Matthew Fleck	FFX-124	See comment #550	Support	22032
795	5/20/2022	Email	Matthew Fleck	CFC-008	See comment #550	Support	22032
796	5/20/2022	Email	Matthew Fleck	ARL-021	See comment #550	Support	22032
797	5/20/2022	Email	Matthew Fleck	ALX-018	See comment #550	Support	22032
798	5/20/2022	Email	Matthew Fleck	ALX-020	See comment #550	Support	22032
799	5/20/2022	Email	Matthew Fleck	HND-005	See comment #550	Support	22032
800	5/20/2022	Email	Matthew Fleck	FFX-121	See comment #550	Support	22032
801	5/20/2022	Email	Matthew Fleck	FFX-119	See comment #550	Support	22032
802	5/20/2022	Email	Matthew Fleck	FFX-125	See comment #550	Support	22032
803	5/20/2022	Email	Amy Angel	FFX-128	See comment #550	Support	22031
804	5/20/2022	Email	Amy Angel	FFX-124	See comment #550	Support	22031
805	5/20/2022	Email	Amy Angel	CFC-008	See comment #550	Support	22031
806	5/20/2022	Email	Amy Angel	ARL-021	See comment #550	Support	22031
807	5/20/2022	Email	Amy Angel	ALX-018	See comment #550	Support	22031
808	5/20/2022	Email	Amy Angel	ALX-020	See comment #550	Support	22031
809	5/20/2022	Email	Amy Angel	HND-005	See comment #550	Support	22031
810	5/20/2022	Email	Amy Angel	FFX-121	See comment #550	Support	22031
811	5/20/2022	Email	Amy Angel	FFX-119	See comment #550	Support	22031
812	5/20/2022	Email	Amy Angel	FFX-125	See comment #550	Support	22031
813	5/20/2022	Email	Michael Duncanson	FFX-128	See comment #550	Support	22153
814	5/20/2022	Email	Michael Duncanson	FFX-124	See comment #550	Support	22153
815	5/20/2022	Email	Michael Duncanson	CFC-008	See comment #550	Support	22153

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
816	5/20/2022	Email	Michael Duncanson	ARL-021	See comment #550	Support	22153
817	5/20/2022	Email	Michael Duncanson	ALX-018	See comment #550	Support	22153
818	5/20/2022	Email	Michael Duncanson	ALX-020	See comment #550	Support	22153
819	5/20/2022	Email	Michael Duncanson	HND-005	See comment #550	Support	22153
820	5/20/2022	Email	Michael Duncanson	FFX-121	See comment #550	Support	22153
821	5/20/2022	Email	Michael Duncanson	FFX-119	See comment #550	Support	22153
822	5/20/2022	Email	Michael Duncanson	FFX-125	See comment #550	Support	22153
823	5/20/2022	Email	Johnny Blades	FFX-128	See comment #550	Support	22310
824	5/20/2022	Email	Johnny Blades	FFX-124	See comment #550	Support	22310
825	5/20/2022	Email	Johnny Blades	CFC-008	See comment #550	Support	22310
826	5/20/2022	Email	Johnny Blades	ARL-021	See comment #550	Support	22310
827	5/20/2022	Email	Johnny Blades	ALX-018	See comment #550	Support	22310
828	5/20/2022	Email	Johnny Blades	ALX-020	See comment #550	Support	22310
829	5/20/2022	Email	Johnny Blades	HND-005	See comment #550	Support	22310
830	5/20/2022	Email	Johnny Blades	FFX-121	See comment #550	Support	22310
831	5/20/2022	Email	Johnny Blades	FFX-119	See comment #550	Support	22310
832	5/20/2022	Email	Johnny Blades	FFX-125	See comment #550	Support	22310
833	5/20/2022	Email	Nancy S Kelly	FFX-128	See comment #550	Support	22302
834	5/20/2022	Email	Nancy S Kelly	FFX-124	See comment #550	Support	22302
835	5/20/2022	Email	Nancy S Kelly	CFC-008	See comment #550	Support	22302
836	5/20/2022	Email	Nancy S Kelly	ARL-021	See comment #550	Support	22302
837	5/20/2022	Email	Nancy S Kelly	ALX-018	See comment #550	Support	22302
838	5/20/2022	Email	Nancy S Kelly	ALX-020	See comment #550	Support	22302
839	5/20/2022	Email	Nancy S Kelly	HND-005	See comment #550	Support	22302
840	5/20/2022	Email	Nancy S Kelly	FFX-121	See comment #550	Support	22302
841	5/20/2022	Email	Nancy S Kelly	FFX-119	See comment #550	Support	22302

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
842	5/20/2022	Email	Nancy S Kelly	FFX-125	See comment #550	Support	22302
843	5/20/2022	Email	Diane Rohn	FFX-128	See comment #550	Support	22101
844	5/20/2022	Email	Diane Rohn	FFX-124	See comment #550	Support	22101
845	5/20/2022	Email	Diane Rohn	CFC-008	See comment #550	Support	22101
846	5/20/2022	Email	Diane Rohn	ARL-021	See comment #550	Support	22101
847	5/20/2022	Email	Diane Rohn	ALX-018	See comment #550	Support	22101
848	5/20/2022	Email	Diane Rohn	ALX-020	See comment #550	Support	22101
849	5/20/2022	Email	Diane Rohn	HND-005	See comment #550	Support	22101
850	5/20/2022	Email	Diane Rohn	FFX-121	See comment #550	Support	22101
851	5/20/2022	Email	Diane Rohn	FFX-119	See comment #550	Support	22101
852	5/20/2022	Email	Diane Rohn	FFX-125	See comment #550	Support	22101
853	5/20/2022	Email	Allen Irwin	FFX-128	See comment #550	Support	22314
854	5/20/2022	Email	Allen Irwin	FFX-124	See comment #550	Support	22314
855	5/20/2022	Email	Allen Irwin	CFC-008	See comment #550	Support	22314
856	5/20/2022	Email	Allen Irwin	ARL-021	See comment #550	Support	22314
857	5/20/2022	Email	Allen Irwin	ALX-018	See comment #550	Support	22314
858	5/20/2022	Email	Allen Irwin	ALX-020	See comment #550	Support	22314
859	5/20/2022	Email	Allen Irwin	HND-005	See comment #550	Support	22314
860	5/20/2022	Email	Allen Irwin	FFX-121	See comment #550	Support	22314
861	5/20/2022	Email	Allen Irwin	FFX-119	See comment #550	Support	22314
862	5/20/2022	Email	Allen Irwin	FFX-125	See comment #550	Support	22314
863	5/20/2022	Email	Bruce Wright	FFX-128	See comment #550	Support	20191
864	5/20/2022	Email	Bruce Wright	FFX-124	See comment #550	Support	20191
865	5/20/2022	Email	Bruce Wright	CFC-008	See comment #550	Support	20191
866	5/20/2022	Email	Bruce Wright	ARL-021	See comment #550	Support	20191
867	5/20/2022	Email	Bruce Wright	ALX-018	See comment #550	Support	20191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
868	5/20/2022	Email	Bruce Wright	ALX-020	See comment #550	Support	20191
869	5/20/2022	Email	Bruce Wright	HND-005	See comment #550	Support	20191
870	5/20/2022	Email	Bruce Wright	FFX-121	See comment #550	Support	20191
871	5/20/2022	Email	Bruce Wright	FFX-119	See comment #550	Support	20191
872	5/20/2022	Email	Bruce Wright	FFX-125	See comment #550	Support	20191
873	5/20/2022	Email	Sophia Chapin	FFX-128	See comment #550	Support	22151
874	5/20/2022	Email	Sophia Chapin	FFX-124	See comment #550	Support	22151
875	5/20/2022	Email	Sophia Chapin	CFC-008	See comment #550	Support	22151
876	5/20/2022	Email	Sophia Chapin	ARL-021	See comment #550	Support	22151
877	5/20/2022	Email	Sophia Chapin	ALX-018	See comment #550	Support	22151
878	5/20/2022	Email	Sophia Chapin	ALX-020	See comment #550	Support	22151
879	5/20/2022	Email	Sophia Chapin	HND-005	See comment #550	Support	22151
880	5/20/2022	Email	Sophia Chapin	FFX-121	See comment #550	Support	22151
881	5/20/2022	Email	Sophia Chapin	FFX-119	See comment #550	Support	22151
882	5/20/2022	Email	Sophia Chapin	FFX-125	See comment #550	Support	22151
883	5/20/2022	Email	Lisa Fues	FFX-128	See comment #550	Support	22301
884	5/20/2022	Email	Lisa Fues	FFX-124	See comment #550	Support	22301
885	5/20/2022	Email	Lisa Fues	CFC-008	See comment #550	Support	22301
886	5/20/2022	Email	Lisa Fues	ARL-021	See comment #550	Support	22301
887	5/20/2022	Email	Lisa Fues	ALX-018	See comment #550	Support	22301
888	5/20/2022	Email	Lisa Fues	ALX-020	See comment #550	Support	22301
889	5/20/2022	Email	Lisa Fues	HND-005	See comment #550	Support	22301
890	5/20/2022	Email	Lisa Fues	FFX-121	See comment #550	Support	22301
891	5/20/2022	Email	Lisa Fues	FFX-119	See comment #550	Support	22301
892	5/20/2022	Email	Lisa Fues	FFX-125	See comment #550	Support	22301

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893	5/20/2022	Email	KP Lau, on behalf of Belmont Bay Homeowners Association	PWC-030	See comment #550	Oppose	22194
894	5/20/2022	Email	Martha Kossoff	FFX-128	See comment #550	Support	22304
895	5/20/2022	Email	Martha Kossoff	FFX-124	See comment #550	Support	22304
896	5/20/2022	Email	Martha Kossoff	CFC-008	See comment #550	Support	22304
897	5/20/2022	Email	Martha Kossoff	ARL-021	See comment #550	Support	22304
898	5/20/2022	Email	Martha Kossoff	ALX-018	See comment #550	Support	22304
899	5/20/2022	Email	Martha Kossoff	ALX-020	See comment #550	Support	22304
900	5/20/2022	Email	Martha Kossoff	HND-005	See comment #550	Support	22304
901	5/20/2022	Email	Martha Kossoff	FFX-121	See comment #550	Support	22304
902	5/20/2022	Email	Martha Kossoff	FFX-119	See comment #550	Support	22304
903	5/20/2022	Email	Martha Kossoff	FFX-125	See comment #550	Support	22304
904	5/20/2022	Email	Sam Butler	FFX-131	<p>My name is Sam Butler. I was born and raised in Northern Virginia. I went to school in Falls Church, spent time in Fairfax and Arlington, and rode my bike out to Vienna. We live in a region together, and that's becoming ever clearer.</p> <p>I'm writing with concern about proposed projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, MAN-002 in the proposed Six-Year Plan, and roadway expansions in general in the TransAction plan.</p> <p>I care about air pollution, our communities, environmental justice, and the future of the region I call home. Do you know about the relationship between vehicle emissions, air pollution, and cancer risks? Try this tool (https://ejscreen.epa.gov/mapper/) — click Pollution and Sources, and look at the Air Toxics Cancer Risk data. Throughout Northern Virginia, we are between the 80th and 100th percentile for the worst air toxic cancer risks in the country.</p> <p>This is a holistic issue. By expanding roadways on projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, MAN-002, we will increase vehicle miles traveled by approximately 40% in Loudoun, 60% in Prince Williams, and significantly across Fairfax. That means more air pollution, increased cancer risks, more incidences of cancer and families affected by it, increased healthcare pressures in the region, while adding billions in liabilities for future road maintenance. In the words of Chuck Marohn, at a conference organized by The American Conservative and the Congress for New Urbanism, roads are *not an asset*. They are a *liability*. Here is an eye-opening presentation on that: https://youtu.be/rKcWpbjuyhA</p> <p>And of course, these roadway expansions would massively increase carbon emissions — accelerating the #1 source of emissions in the Northern Virginia region.</p> <p>This month, U.N. Secretary General Antonio Guterres stated that we have 8 months to significantly begin reducing carbon emissions to avert climate catastrophe (https://twitter.com/antonioguterres/status/1517828129338757120). These roadway expansions would lock-in significant increases in carbon emissions — our fossil fuel addiction and dependence — for decades to come. In a time of increasing oil prices, fossil fuel unreliability, and significant public costs (air pollution, cancer, healthcare, road maintenance), these roadway expansions are just as deadly, destructive, and lacking wisdom as the Washington Gas infrastructure proposal in Washington DC. If we want Washington DC to choose an alternative to fossil fuel dependence for their electricity, because our fates are bound up with theirs, we have to choose an alternative to fossil fuel dependence for our transportation.</p> <p>And we have so many alternatives. In the latest IPCC report, which stressed the urgency of these alternatives, we also see the recognition of new possibilities: "People demand services and not physical resources per se. Focusing on demand for services and the different social and political roles people play broadens the climate solution space."</p>	Oppose	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
905	5/20/2022	Email	Sam Butler	FFX-121	See comment #904	Oppose	22046
906	5/20/2022	Email	Sam Butler	FFX-119	See comment #904	Oppose	22046
907	5/20/2022	Email	Sam Butler	FFX-126	See comment #904	Oppose	22046
908	5/20/2022	Email	Sam Butler	FFX-125	See comment #904	Oppose	22046
909	5/20/2022	Email	Sam Butler	LDN-025	See comment #904	Oppose	22046
910	5/20/2022	Email	Sam Butler	LDN-024	See comment #904	Oppose	22046
911	5/20/2022	Email	Sam Butler	PWC-027	See comment #904	Oppose	22046
912	5/20/2022	Email	Sam Butler	PWC-029	See comment #904	Oppose	22046
913	5/20/2022	Email	Sam Butler	PWC-028	See comment #904	Oppose	22046
914	5/20/2022	Email	Sam Butler	PWC-036	See comment #904	Oppose	22046
915	5/20/2022	Email	Sam Butler	PWC-037	See comment #904	Oppose	22046
916	5/20/2022	Email	Sam Butler	PWC-035	See comment #904	Oppose	22046
917	5/20/2022	Email	Sam Butler	MAN-002	See comment #904	Oppose	22046
918	5/20/2022	Email	Raymond Duda	FFX-128	See comment #550	Support	22181
919	5/20/2022	Email	Raymond Duda	FFX-124	See comment #550	Support	22181
920	5/20/2022	Email	Raymond Duda	CFC-008	See comment #550	Support	22181
921	5/20/2022	Email	Raymond Duda	ARL-021	See comment #550	Support	22181
922	5/20/2022	Email	Raymond Duda	ALX-018	See comment #550	Support	22181
923	5/20/2022	Email	Raymond Duda	ALX-020	See comment #550	Support	22181
924	5/20/2022	Email	Raymond Duda	HND-005	See comment #550	Support	22181
925	5/20/2022	Email	Raymond Duda	FFX-121	See comment #550	Support	22181
926	5/20/2022	Email	Raymond Duda	FFX-119	See comment #550	Support	22181
927	5/20/2022	Email	Raymond Duda	FFX-125	See comment #550	Support	22181
928	5/20/2022	Email	William Pulver	PWC-030	I previously voted on the STARS project, but I support Alternative 1 which seems to be the most efficient with minimal use of available land. The route 123 flyover bridge into Belmont Bay has been on the books for over 25 years. The traffic on Route 1 is horrendous during rush hours and impossible when there is a backup on I-95 in either direction. The flyover bridge would eliminate a traffic light bottleneck on Route 1 and significantly improve traffic flow both north and south. With the Woodbridge Small Area Plan and the additional planned development of houses, townhouses, condos and apartments for Belmont Bay the need for the 123 bridge is even more urgent.	Support	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
929	5/20/2022	Email	Cynthia Rea	FFX-128	See comment #550	Support	20170
930	5/20/2022	Email	Cynthia Rea	FFX-124	See comment #550	Support	20170
931	5/20/2022	Email	Cynthia Rea	CFC-008	See comment #550	Support	20170
932	5/20/2022	Email	Cynthia Rea	ARL-021	See comment #550	Support	20170
933	5/20/2022	Email	Cynthia Rea	ALX-018	See comment #550	Support	20170
934	5/20/2022	Email	Cynthia Rea	ALX-020	See comment #550	Support	20170
935	5/20/2022	Email	Cynthia Rea	HND-005	See comment #550	Support	20170
936	5/20/2022	Email	Cynthia Rea	FFX-121	See comment #550	Support	20170
937	5/20/2022	Email	Cynthia Rea	FFX-119	See comment #550	Support	20170
938	5/20/2022	Email	Cynthia Rea	FFX-125	See comment #550	Support	20170
939	5/20/2022	Email	Ellen Armbruster	FFX-128	See comment #550	Support	22205
940	5/20/2022	Email	Ellen Armbruster	FFX-124	See comment #550	Support	22205
941	5/20/2022	Email	Ellen Armbruster	CFC-008	See comment #550	Support	22205
942	5/20/2022	Email	Ellen Armbruster	ARL-021	See comment #550	Support	22205
943	5/20/2022	Email	Ellen Armbruster	ALX-018	See comment #550	Support	22205
944	5/20/2022	Email	Ellen Armbruster	ALX-020	See comment #550	Support	22205
945	5/20/2022	Email	Ellen Armbruster	HND-005	See comment #550	Support	22205
946	5/20/2022	Email	Ellen Armbruster	FFX-121	See comment #550	Support	22205
947	5/20/2022	Email	Ellen Armbruster	FFX-119	See comment #550	Support	22205
948	5/20/2022	Email	Ellen Armbruster	FFX-125	See comment #550	Support	22205
949	5/20/2022	Email	DeeDee Tostanoski	FFX-128	See comment #550	Support	22314
950	5/20/2022	Email	DeeDee Tostanoski	FFX-124	See comment #550	Support	22314
951	5/20/2022	Email	DeeDee Tostanoski	CFC-008	See comment #550	Support	22314
952	5/20/2022	Email	DeeDee Tostanoski	ARL-021	See comment #550	Support	22314
953	5/20/2022	Email	DeeDee Tostanoski	ALX-018	See comment #550	Support	22314
954	5/20/2022	Email	DeeDee Tostanoski	ALX-020	See comment #550	Support	22314

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
955	5/20/2022	Email	DeeDee Tostanoski	HND-005	See comment #550	Support	22314
956	5/20/2022	Email	DeeDee Tostanoski	FFX-121	See comment #550	Support	22314
957	5/20/2022	Email	DeeDee Tostanoski	FFX-119	See comment #550	Support	22314
958	5/20/2022	Email	DeeDee Tostanoski	FFX-125	See comment #550	Support	22314
959	5/20/2022	Email	Ruth Petzold	FFX-128	See comment #550	Support	22302
960	5/20/2022	Email	Ruth Petzold	FFX-124	See comment #550	Support	22302
961	5/20/2022	Email	Ruth Petzold	CFC-008	See comment #550	Support	22302
962	5/20/2022	Email	Ruth Petzold	ARL-021	See comment #550	Support	22302
963	5/20/2022	Email	Ruth Petzold	ALX-018	See comment #550	Support	22302
964	5/20/2022	Email	Ruth Petzold	ALX-020	See comment #550	Support	22302
965	5/20/2022	Email	Ruth Petzold	HND-005	See comment #550	Support	22302
966	5/20/2022	Email	Ruth Petzold	FFX-121	See comment #550	Support	22302
967	5/20/2022	Email	Ruth Petzold	FFX-119	See comment #550	Support	22302
968	5/20/2022	Email	Ruth Petzold	FFX-125	See comment #550	Support	22302
969	5/20/2022	Email	Eugenia Burkes	FFX-128	See comment #550	Support	22304
970	5/20/2022	Email	Eugenia Burkes	FFX-124	See comment #550	Support	22304
971	5/20/2022	Email	Eugenia Burkes	CFC-008	See comment #550	Support	22304
972	5/20/2022	Email	Eugenia Burkes	ARL-021	See comment #550	Support	22304
973	5/20/2022	Email	Eugenia Burkes	ALX-018	See comment #550	Support	22304
974	5/20/2022	Email	Eugenia Burkes	ALX-020	See comment #550	Support	22304
975	5/20/2022	Email	Eugenia Burkes	HND-005	See comment #550	Support	22304
976	5/20/2022	Email	Eugenia Burkes	FFX-121	See comment #550	Support	22304
977	5/20/2022	Email	Eugenia Burkes	FFX-119	See comment #550	Support	22304
978	5/20/2022	Email	Eugenia Burkes	FFX-125	See comment #550	Support	22304
979	5/20/2022	Email	Jennifer Whitlock	FFX-128	See comment #550	Support	22305
980	5/20/2022	Email	Jennifer Whitlock	FFX-124	See comment #550	Support	22305

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
981	5/20/2022	Email	Jennifer Whitlock	CFC-008	See comment #550	Support	22305
982	5/20/2022	Email	Jennifer Whitlock	ARL-021	See comment #550	Support	22305
983	5/20/2022	Email	Jennifer Whitlock	ALX-018	See comment #550	Support	22305
984	5/20/2022	Email	Jennifer Whitlock	ALX-020	See comment #550	Support	22305
985	5/20/2022	Email	Jennifer Whitlock	HND-005	See comment #550	Support	22305
986	5/20/2022	Email	Jennifer Whitlock	FFX-121	See comment #550	Support	22305
987	5/20/2022	Email	Jennifer Whitlock	FFX-119	See comment #550	Support	22305
988	5/20/2022	Email	Jennifer Whitlock	FFX-125	See comment #550	Support	22305
989	5/20/2022	Email	Judy Gayer	FFX-128	See comment #550	Support	22101
990	5/20/2022	Email	Judy Gayer	FFX-124	See comment #550	Support	22101
991	5/20/2022	Email	Judy Gayer	CFC-008	See comment #550	Support	22101
992	5/20/2022	Email	Judy Gayer	ARL-021	See comment #550	Support	22101
993	5/20/2022	Email	Judy Gayer	ALX-018	See comment #550	Support	22101
994	5/20/2022	Email	Judy Gayer	ALX-020	See comment #550	Support	22101
995	5/20/2022	Email	Judy Gayer	HND-005	See comment #550	Support	22101
996	5/20/2022	Email	Judy Gayer	FFX-121	See comment #550	Support	22101
997	5/20/2022	Email	Judy Gayer	FFX-119	See comment #550	Support	22101
998	5/20/2022	Email	Judy Gayer	FFX-125	See comment #550	Support	22101
999	5/20/2022	Website	Terri Schergen	PWC-030	Even with increased density in future, there is not a need at this time for such a project since there is very limited commercial traffic into this neighborhood.	Support	22191
1000	5/20/2022	Email	Lowell Nelson	FFX-128	See comment #550	Support	22202
1001	5/20/2022	Email	Lowell Nelson	FFX-124	See comment #550	Support	22202
1002	5/20/2022	Email	Lowell Nelson	CFC-008	See comment #550	Support	22202
1003	5/20/2022	Email	Lowell Nelson	ARL-021	See comment #550	Support	22202
1004	5/20/2022	Email	Lowell Nelson	ALX-018	See comment #550	Support	22202
1005	5/20/2022	Email	Lowell Nelson	ALX-020	See comment #550	Support	22202
1006	5/20/2022	Email	Lowell Nelson	HND-005	See comment #550	Support	22202

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1007	5/20/2022	Email	Lowell Nelson	FFX-121	See comment #550	Support	22202
1008	5/20/2022	Email	Lowell Nelson	FFX-119	See comment #550	Support	22202
1009	5/20/2022	Email	Lowell Nelson	FFX-125	See comment #550	Support	22202
1010	5/20/2022	Email	William Angel	FFX-128	See comment #550	Support	22209
1011	5/20/2022	Email	William Angel	FFX-124	See comment #550	Support	22209
1012	5/20/2022	Email	William Angel	CFC-008	See comment #550	Support	22209
1013	5/20/2022	Email	William Angel	ARL-021	See comment #550	Support	22209
1014	5/20/2022	Email	William Angel	ALX-018	See comment #550	Support	22209
1015	5/20/2022	Email	William Angel	ALX-020	See comment #550	Support	22209
1016	5/20/2022	Email	William Angel	HND-005	See comment #550	Support	22209
1017	5/20/2022	Email	William Angel	FFX-121	See comment #550	Support	22209
1018	5/20/2022	Email	William Angel	FFX-119	See comment #550	Support	22209
1019	5/20/2022	Email	William Angel	FFX-125	See comment #550	Support	22209
1020	5/20/2022	Email	Tom Fleck	FFX-128	See comment #550	Support	22032
1021	5/20/2022	Email	Tom Fleck	FFX-124	See comment #550	Support	22032
1022	5/20/2022	Email	Tom Fleck	CFC-008	See comment #550	Support	22032
1023	5/20/2022	Email	Tom Fleck	ARL-021	See comment #550	Support	22032
1024	5/20/2022	Email	Tom Fleck	ALX-018	See comment #550	Support	22032
1025	5/20/2022	Email	Tom Fleck	ALX-020	See comment #550	Support	22032
1026	5/20/2022	Email	Tom Fleck	HND-005	See comment #550	Support	22032
1027	5/20/2022	Email	Tom Fleck	FFX-121	See comment #550	Support	22032
1028	5/20/2022	Email	Tom Fleck	FFX-119	See comment #550	Support	22032
1029	5/20/2022	Email	Tom Fleck	FFX-125	See comment #550	Support	22032
1030	5/20/2022	Email	Larry Huffman	FFX-128	See comment #550	Support	22306
1031	5/20/2022	Email	Larry Huffman	FFX-124	See comment #550	Support	22306
1032	5/20/2022	Email	Larry Huffman	CFC-008	See comment #550	Support	22306

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1033	5/20/2022	Email	Larry Huffman	ARL-021	See comment #550	Support	22306
1034	5/20/2022	Email	Larry Huffman	ALX-018	See comment #550	Support	22306
1035	5/20/2022	Email	Larry Huffman	ALX-020	See comment #550	Support	22306
1036	5/20/2022	Email	Larry Huffman	HND-005	See comment #550	Support	22306
1037	5/20/2022	Email	Larry Huffman	FFX-121	See comment #550	Support	22306
1038	5/20/2022	Email	Larry Huffman	FFX-119	See comment #550	Support	22306
1039	5/20/2022	Email	Larry Huffman	FFX-125	See comment #550	Support	22306
1040	5/20/2022	Email	Elizabeth Ende	FFX-128	See comment #550	Support	22101
1041	5/20/2022	Email	Elizabeth Ende	FFX-124	See comment #550	Support	22101
1042	5/20/2022	Email	Elizabeth Ende	CFC-008	See comment #550	Support	22101
1043	5/20/2022	Email	Elizabeth Ende	ARL-021	See comment #550	Support	22101
1044	5/20/2022	Email	Elizabeth Ende	ALX-018	See comment #550	Support	22101
1045	5/20/2022	Email	Elizabeth Ende	ALX-020	See comment #550	Support	22101
1046	5/20/2022	Email	Elizabeth Ende	HND-005	See comment #550	Support	22101
1047	5/20/2022	Email	Elizabeth Ende	FFX-121	See comment #550	Support	22101
1048	5/20/2022	Email	Elizabeth Ende	FFX-119	See comment #550	Support	22101
1049	5/20/2022	Email	Elizabeth Ende	FFX-125	See comment #550	Support	22101
1050	5/20/2022	Email	James Mather	FFX-128	See comment #550	Support	22079
1051	5/20/2022	Email	James Mather	FFX-124	See comment #550	Support	22079
1052	5/20/2022	Email	James Mather	CFC-008	See comment #550	Support	22079
1053	5/20/2022	Email	James Mather	ARL-021	See comment #550	Support	22079
1054	5/20/2022	Email	James Mather	ALX-018	See comment #550	Support	22079
1055	5/20/2022	Email	James Mather	ALX-020	See comment #550	Support	22079
1056	5/20/2022	Email	James Mather	HND-005	See comment #550	Support	22079
1057	5/20/2022	Email	James Mather	FFX-121	See comment #550	Support	22079
1058	5/20/2022	Email	James Mather	FFX-119	See comment #550	Support	22079

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1059	5/20/2022	Email	James Mather	FFX-125	See comment #550	Support	22079
1060	5/20/2022	Email	Lawrence Hager	FFX-128	See comment #550	Support	22041
1061	5/20/2022	Email	Lawrence Hager	FFX-124	See comment #550	Support	22041
1062	5/20/2022	Email	Lawrence Hager	CFC-008	See comment #550	Support	22041
1063	5/20/2022	Email	Lawrence Hager	ARL-021	See comment #550	Support	22041
1064	5/20/2022	Email	Lawrence Hager	ALX-018	See comment #550	Support	22041
1065	5/20/2022	Email	Lawrence Hager	ALX-020	See comment #550	Support	22041
1066	5/20/2022	Email	Lawrence Hager	HND-005	See comment #550	Support	22041
1067	5/20/2022	Email	Lawrence Hager	FFX-121	See comment #550	Support	22041
1068	5/20/2022	Email	Lawrence Hager	FFX-119	See comment #550	Support	22041
1069	5/20/2022	Email	Lawrence Hager	FFX-125	See comment #550	Support	22041
1070	5/20/2022	Email	Melissa McMahan	FFX-128	See comment #550	Support	22314
1071	5/20/2022	Email	Melissa McMahan	FFX-124	See comment #550	Support	22314
1072	5/20/2022	Email	Melissa McMahan	CFC-008	See comment #550	Support	22314
1073	5/20/2022	Email	Melissa McMahan	ARL-021	See comment #550	Support	22314
1074	5/20/2022	Email	Melissa McMahan	ALX-018	See comment #550	Support	22314
1075	5/20/2022	Email	Melissa McMahan	ALX-020	See comment #550	Support	22314
1076	5/20/2022	Email	Melissa McMahan	HND-005	See comment #550	Support	22314
1077	5/20/2022	Email	Melissa McMahan	FFX-121	See comment #550	Support	22314
1078	5/20/2022	Email	Melissa McMahan	FFX-119	See comment #550	Support	22314
1079	5/20/2022	Email	Melissa McMahan	FFX-125	See comment #550	Support	22314
1080	5/20/2022	Email	Jerome Paulson	FFX-128	See comment #550	Support	22304
1081	5/20/2022	Email	Jerome Paulson	FFX-124	See comment #550	Support	22304
1082	5/20/2022	Email	Jerome Paulson	CFC-008	See comment #550	Support	22304
1083	5/20/2022	Email	Jerome Paulson	ARL-021	See comment #550	Support	22304
1084	5/20/2022	Email	Jerome Paulson	ALX-018	See comment #550	Support	22304

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1085	5/20/2022	Email	Jerome Paulson	ALX-020	See comment #550	Support	22304
1086	5/20/2022	Email	Jerome Paulson	HND-005	See comment #550	Support	22304
1087	5/20/2022	Email	Jerome Paulson	FFX-121	See comment #550	Support	22304
1088	5/20/2022	Email	Jerome Paulson	FFX-119	See comment #550	Support	22304
1089	5/20/2022	Email	Jerome Paulson	FFX-125	See comment #550	Support	22304
1090	5/20/2022	Email	Annette Straubinger	FFX-128	See comment #550	Support	20121
1091	5/20/2022	Email	Annette Straubinger	FFX-124	See comment #550	Support	20121
1092	5/20/2022	Email	Annette Straubinger	CFC-008	See comment #550	Support	20121
1093	5/20/2022	Email	Annette Straubinger	ARL-021	See comment #550	Support	20121
1094	5/20/2022	Email	Annette Straubinger	ALX-018	See comment #550	Support	20121
1095	5/20/2022	Email	Annette Straubinger	ALX-020	See comment #550	Support	20121
1096	5/20/2022	Email	Annette Straubinger	HND-005	See comment #550	Support	20121
1097	5/20/2022	Email	Annette Straubinger	FFX-121	See comment #550	Support	20121
1098	5/20/2022	Email	Annette Straubinger	FFX-119	See comment #550	Support	20121
1099	5/20/2022	Email	Annette Straubinger	FFX-125	See comment #550	Support	20121
1100	5/20/2022	Email	Shahad Choudhury	FFX-128	See comment #550	Support	20120
1101	5/20/2022	Email	Shahad Choudhury	FFX-124	See comment #550	Support	20120
1102	5/20/2022	Email	Shahad Choudhury	CFC-008	See comment #550	Support	20120
1103	5/20/2022	Email	Shahad Choudhury	ARL-021	See comment #550	Support	20120
1104	5/20/2022	Email	Shahad Choudhury	ALX-018	See comment #550	Support	20120
1105	5/20/2022	Email	Shahad Choudhury	ALX-020	See comment #550	Support	20120
1106	5/20/2022	Email	Shahad Choudhury	HND-005	See comment #550	Support	20120
1107	5/20/2022	Email	Shahad Choudhury	FFX-121	See comment #550	Support	20120
1108	5/20/2022	Email	Shahad Choudhury	FFX-119	See comment #550	Support	20120
1109	5/20/2022	Email	Shahad Choudhury	FFX-125	See comment #550	Support	20120

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1110	5/20/2022	Email	Lin Grosvenor	PWC-030	This is your CLASSIC "Solution Without a Problem" Don't know where this came from, but the residents/taxpayers need to be relieved of any more twaddle on this topic! It will not aid anyone outside of Belmont Bat and damage everyone inside of Belmont Bay (except perhaps a few who can't be bothered to make a 'right' & 2 'lefts')	Oppose	
1111	5/20/2022	Email	Daniel Jones	FFX-128	See comment #550	Support	22003
1112	5/20/2022	Email	Daniel Jones	FFX-124	See comment #550	Support	22003
1113	5/20/2022	Email	Daniel Jones	CFC-008	See comment #550	Support	22003
1114	5/20/2022	Email	Daniel Jones	ARL-021	See comment #550	Support	22003
1115	5/20/2022	Email	Daniel Jones	ALX-018	See comment #550	Support	22003
1116	5/20/2022	Email	Daniel Jones	ALX-020	See comment #550	Support	22003
1117	5/20/2022	Email	Daniel Jones	HND-005	See comment #550	Support	22003
1118	5/20/2022	Email	Daniel Jones	FFX-121	See comment #550	Support	22003
1119	5/20/2022	Email	Daniel Jones	FFX-119	See comment #550	Support	22003
1120	5/20/2022	Email	Daniel Jones	FFX-125	See comment #550	Support	22003
1121	5/20/2022	Email	Andrew Kalukin	FFX-128	See comment #550	Support	22201
1122	5/20/2022	Email	Andrew Kalukin	FFX-124	See comment #550	Support	22201
1123	5/20/2022	Email	Andrew Kalukin	CFC-008	See comment #550	Support	22201
1124	5/20/2022	Email	Andrew Kalukin	ARL-021	See comment #550	Support	22201
1125	5/20/2022	Email	Andrew Kalukin	ALX-018	See comment #550	Support	22201
1126	5/20/2022	Email	Andrew Kalukin	ALX-020	See comment #550	Support	22201
1127	5/20/2022	Email	Andrew Kalukin	HND-005	See comment #550	Support	22201
1128	5/20/2022	Email	Andrew Kalukin	FFX-121	See comment #550	Support	22201
1129	5/20/2022	Email	Andrew Kalukin	FFX-119	See comment #550	Support	22201
1130	5/20/2022	Email	Andrew Kalukin	FFX-125	See comment #550	Support	22201
1131	5/20/2022	Email	Meredith Haines	FFX-128	See comment #550	Support	22181
1132	5/20/2022	Email	Meredith Haines	FFX-124	See comment #550	Support	22181
1133	5/20/2022	Email	Meredith Haines	CFC-008	See comment #550	Support	22181
1134	5/20/2022	Email	Meredith Haines	ARL-021	See comment #550	Support	22181

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1135	5/20/2022	Email	Meredith Haines	ALX-018	See comment #550	Support	22181
1136	5/20/2022	Email	Meredith Haines	ALX-020	See comment #550	Support	22181
1137	5/20/2022	Email	Meredith Haines	HND-005	See comment #550	Support	22181
1138	5/20/2022	Email	Meredith Haines	FFX-121	See comment #550	Support	22181
1139	5/20/2022	Email	Meredith Haines	FFX-119	See comment #550	Support	22181
1140	5/20/2022	Email	Meredith Haines	FFX-125	See comment #550	Support	22181
1141	5/20/2022	Email	Michael Menchel	FFX-128	See comment #550	Support	22310
1142	5/20/2022	Email	Michael Menchel	FFX-124	See comment #550	Support	22310
1143	5/20/2022	Email	Michael Menchel	CFC-008	See comment #550	Support	22310
1144	5/20/2022	Email	Michael Menchel	ARL-021	See comment #550	Support	22310
1145	5/20/2022	Email	Michael Menchel	ALX-018	See comment #550	Support	22310
1146	5/20/2022	Email	Michael Menchel	ALX-020	See comment #550	Support	22310
1147	5/20/2022	Email	Michael Menchel	HND-005	See comment #550	Support	22310
1148	5/20/2022	Email	Michael Menchel	FFX-121	See comment #550	Support	22310
1149	5/20/2022	Email	Michael Menchel	FFX-119	See comment #550	Support	22310
1150	5/20/2022	Email	Michael Menchel	FFX-125	See comment #550	Support	22310
1151	5/20/2022	Email	Paul D. Whitehead	FFX-128	See comment #550	Support	22046
1152	5/20/2022	Email	Paul D. Whitehead	FFX-124	See comment #550	Support	22046
1153	5/20/2022	Email	Paul D. Whitehead	CFC-008	See comment #550	Support	22046
1154	5/20/2022	Email	Paul D. Whitehead	ARL-021	See comment #550	Support	22046
1155	5/20/2022	Email	Paul D. Whitehead	ALX-018	See comment #550	Support	22046
1156	5/20/2022	Email	Paul D. Whitehead	ALX-020	See comment #550	Support	22046
1157	5/20/2022	Email	Paul D. Whitehead	HND-005	See comment #550	Support	22046
1158	5/20/2022	Email	Paul D. Whitehead	FFX-121	See comment #550	Support	22046
1159	5/20/2022	Email	Paul D. Whitehead	FFX-119	See comment #550	Support	22046
1160	5/20/2022	Email	Paul D. Whitehead	FFX-125	See comment #550	Support	22046

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1161	5/20/2022	Email	Lawrence Graves	FFX-128	See comment #550	Support	22193
1162	5/20/2022	Email	Lawrence Graves	FFX-124	See comment #550	Support	22193
1163	5/20/2022	Email	Lawrence Graves	CFC-008	See comment #550	Support	22193
1164	5/20/2022	Email	Lawrence Graves	ARL-021	See comment #550	Support	22193
1165	5/20/2022	Email	Lawrence Graves	ALX-018	See comment #550	Support	22193
1166	5/20/2022	Email	Lawrence Graves	ALX-020	See comment #550	Support	22193
1167	5/20/2022	Email	Lawrence Graves	HND-005	See comment #550	Support	22193
1168	5/20/2022	Email	Lawrence Graves	FFX-121	See comment #550	Support	22193
1169	5/20/2022	Email	Lawrence Graves	FFX-119	See comment #550	Support	22193
1170	5/20/2022	Email	Lawrence Graves	FFX-125	See comment #550	Support	22193
1171	5/20/2022	Email	Denise Freeland	FFX-128	See comment #550	Support	33409
1172	5/20/2022	Email	Denise Freeland	FFX-124	See comment #550	Support	33409
1173	5/20/2022	Email	Denise Freeland	CFC-008	See comment #550	Support	33409
1174	5/20/2022	Email	Denise Freeland	ARL-021	See comment #550	Support	33409
1175	5/20/2022	Email	Denise Freeland	ALX-018	See comment #550	Support	33409
1176	5/20/2022	Email	Denise Freeland	ALX-020	See comment #550	Support	33409
1177	5/20/2022	Email	Denise Freeland	HND-005	See comment #550	Support	33409
1178	5/20/2022	Email	Denise Freeland	FFX-121	See comment #550	Support	33409
1179	5/20/2022	Email	Denise Freeland	FFX-119	See comment #550	Support	33409
1180	5/20/2022	Email	Denise Freeland	FFX-125	See comment #550	Support	33409
1181	5/20/2022	Email	Avril Garland	FFX-128	See comment #550	Support	22180
1182	5/20/2022	Email	Avril Garland	FFX-124	See comment #550	Support	22180
1183	5/20/2022	Email	Avril Garland	CFC-008	See comment #550	Support	22180
1184	5/20/2022	Email	Avril Garland	ARL-021	See comment #550	Support	22180
1185	5/20/2022	Email	Avril Garland	ALX-018	See comment #550	Support	22180
1186	5/20/2022	Email	Avril Garland	ALX-020	See comment #550	Support	22180

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1187	5/20/2022	Email	Avril Garland	HND-005	See comment #550	Support	22180
1188	5/20/2022	Email	Avril Garland	FFX-121	See comment #550	Support	22180
1189	5/20/2022	Email	Avril Garland	FFX-119	See comment #550	Support	22180
1190	5/20/2022	Email	Avril Garland	FFX-125	See comment #550	Support	22180
1191	5/20/2022	Email	Laura LaVertu	FFX-128	See comment #550	Support	22303
1192	5/20/2022	Email	Laura LaVertu	FFX-124	See comment #550	Support	22303
1193	5/20/2022	Email	Laura LaVertu	CFC-008	See comment #550	Support	22303
1194	5/20/2022	Email	Laura LaVertu	ARL-021	See comment #550	Support	22303
1195	5/20/2022	Email	Laura LaVertu	ALX-018	See comment #550	Support	22303
1196	5/20/2022	Email	Laura LaVertu	ALX-020	See comment #550	Support	22303
1197	5/20/2022	Email	Laura LaVertu	HND-005	See comment #550	Support	22303
1198	5/20/2022	Email	Laura LaVertu	FFX-121	See comment #550	Support	22303
1199	5/20/2022	Email	Laura LaVertu	FFX-119	See comment #550	Support	22303
1200	5/20/2022	Email	Laura LaVertu	FFX-125	See comment #550	Support	22303
1201	5/20/2022	Email	Niels Pemberton	FFX-128	See comment #550	Support	20190
1202	5/20/2022	Email	Niels Pemberton	FFX-124	See comment #550	Support	20190
1203	5/20/2022	Email	Niels Pemberton	CFC-008	See comment #550	Support	20190
1204	5/20/2022	Email	Niels Pemberton	ARL-021	See comment #550	Support	20190
1205	5/20/2022	Email	Niels Pemberton	ALX-018	See comment #550	Support	20190
1206	5/20/2022	Email	Niels Pemberton	ALX-020	See comment #550	Support	20190
1207	5/20/2022	Email	Niels Pemberton	HND-005	See comment #550	Support	20190
1208	5/20/2022	Email	Niels Pemberton	FFX-121	See comment #550	Support	20190
1209	5/20/2022	Email	Niels Pemberton	FFX-119	See comment #550	Support	20190
1210	5/20/2022	Email	Niels Pemberton	FFX-125	See comment #550	Support	20190
1211	5/20/2022	Email	Angelica Freitag	FFX-128	See comment #550	Support	22310
1212	5/20/2022	Email	Angelica Freitag	FFX-124	See comment #550	Support	22310

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1213	5/20/2022	Email	Angelica Freitag	CFC-008	See comment #550	Support	22310
1214	5/20/2022	Email	Angelica Freitag	ARL-021	See comment #550	Support	22310
1215	5/20/2022	Email	Angelica Freitag	ALX-018	See comment #550	Support	22310
1216	5/20/2022	Email	Angelica Freitag	ALX-020	See comment #550	Support	22310
1217	5/20/2022	Email	Angelica Freitag	HND-005	See comment #550	Support	22310
1218	5/20/2022	Email	Angelica Freitag	FFX-121	See comment #550	Support	22310
1219	5/20/2022	Email	Angelica Freitag	FFX-119	See comment #550	Support	22310
1220	5/20/2022	Email	Angelica Freitag	FFX-125	See comment #550	Support	22310
1221	5/20/2022	Email	Karen Robertson	FFX-128	See comment #550	Support	22207
1222	5/20/2022	Email	Karen Robertson	FFX-124	See comment #550	Support	22207
1223	5/20/2022	Email	Karen Robertson	CFC-008	See comment #550	Support	22207
1224	5/20/2022	Email	Karen Robertson	ARL-021	See comment #550	Support	22207
1225	5/20/2022	Email	Karen Robertson	ALX-018	See comment #550	Support	22207
1226	5/20/2022	Email	Karen Robertson	ALX-020	See comment #550	Support	22207
1227	5/20/2022	Email	Karen Robertson	HND-005	See comment #550	Support	22207
1228	5/20/2022	Email	Karen Robertson	FFX-121	See comment #550	Support	22207
1229	5/20/2022	Email	Karen Robertson	FFX-119	See comment #550	Support	22207
1230	5/20/2022	Email	Karen Robertson	FFX-125	See comment #550	Support	22207

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1231	5/20/2022	Email	Douglas Stewart, on behalf of Sierra Club	PWC-035	<p>These comments are being submitted on behalf of the Sierra Club, Virginia Chapter. We support transportation improvements that reduce single-occupancy vehicle travel, expand transit and active transportation options, and enable a faster transition to zero-emission vehicles.</p> <p>The list of candidate projects for the 6-year program update falls woefully short in moving northern Virginia toward a transportation system that provides more options and reduces greenhouse gas emissions. Fifteen of the 26 candidate projects are primarily road expansion projects, and 10 of the top 13 ranked projects are road expansions.</p> <p>The Congestion Reduction rankings that guide the scoring for these projects tell only a partial story. The analysis does not take into account induced demand from adding new roadway capacity for single-occupancy vehicles. We know from experience and peer reviewed research that widening roads results in more driving that generally cancels out congestion relief benefits within 10 years. Adding new road capacity is not going to solve our problems with congestion.</p> <p>However, there are numerous candidate projects that focus on expanding walking, bicycling, and transit options and that we support funding in the 6-year program update:</p> <ul style="list-style-type: none"> •West End Transitway (ALX-018) •Ballston Metrorail second entrance (ARL-021) •Richmond Highway Bus Rapid Transit (FFX-128) •Soapstone Drive extension (FFX-121) •Falls Church multimodal improvements on North Washington Street (CFC-008) •Addition of 8 new electric buses to the Fairfax Connector fleet (FFX-124) •Herndon Parkway Improvements at Worldgate Drive Extension (HND-005) <p>These projects would likely score much higher if we measured congestion reduction to account for induced demand and, conversely, the benefits of smart growth and transit-oriented development in expanding transportation choices. These projects are closely tied with walkable, transit-oriented land uses so that nearby residents, visitors and commuters have more choices in how they get around. Creating such balance in our transportation system is fundamental to making it more resilient and equitable.</p> <p>We also wish to comment on the Old Centreville Road widening project (PWC-035). Widening Old Centreville Road would be a better alternative for addressing transportation issues in the Route 28 corridor to the Route 28 bypass project, which will be far more expensive, have significant negative impacts on Bull Run, increase single-occupancy vehicle travel and not provide long-term congestion relief. We support funding the Old Centreville Road alternative and reallocating the previously awarded NVTA funds for the Route 28 Bypass project to the Old Centreville Road widening project.</p>	Support	
1232	5/20/2022	Email	Douglas Stewart, on behalf of Sierra Club	HND-005	See comment #1231	Support	
1233	5/20/2022	Hand delivered	Barbara S. Lidell	PWC-027	Road will destroy the quality of life; true cost is questionable; will create thru truck traffic, noise, pollution, environmental concerns; not needed.	Oppose	22025
1234	5/20/2022	Hand delivered	Richard Tuck	PWC-027	See Comment #1233	Oppose	22025
1235	5/20/2022	Hand delivered	Margaret Virtue	PWC-027	See Comment #1233	Oppose	22025
1236	5/20/2022	Hand delivered	Dennis Thompson	PWC-027	See Comment #1233	Oppose	22025
1237	5/20/2022	Hand delivered	Gerald Clapham	PWC-027	See Comment #1233	Oppose	22025
1238	5/20/2022	Hand delivered	Donna Frye	PWC-027	See Comment #1233	Oppose	22025
1239	5/20/2022	Hand delivered	Darla E. Beale	PWC-027	See Comment #1233	Oppose	22025
1240	5/20/2022	Hand delivered	Thomas R. Pennington	PWC-027	See Comment #1233	Oppose	22025
1241	5/20/2022	Hand delivered	Jerry L. Carlson	PWC-027	See Comment #1233	Oppose	22025
1242	5/20/2022	Hand delivered	Rita Dixon	PWC-027	See Comment #1233	Oppose	22025

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1243	5/20/2022	Hand delivered	Karen Watcher	PWC-027	See Comment #1233	Oppose	22025
1244	5/20/2022	Hand delivered	Caroline S. Mills	PWC-027	See Comment #1233	Oppose	22025
1245	5/20/2022	Hand delivered	Annette McCortney	PWC-027	See Comment #1233	Oppose	22025
1246	5/20/2022	Hand delivered	Gillian Donaldson	PWC-027	See Comment #1233	Oppose	22025
1247	5/20/2022	Hand delivered	Sherry L. Bartlett	PWC-027	See Comment #1233	Oppose	22025
1248	5/20/2022	Hand delivered	Dennis W. Bartlett	PWC-027	See Comment #1233	Oppose	22025
1249	5/20/2022	Hand delivered	Helen Franchois	PWC-027	See Comment #1233	Oppose	22025
1250	5/20/2022	Hand delivered	Keith Donaldson	PWC-027	See Comment #1233	Oppose	22025
1251	5/20/2022	Hand delivered	Kathleen A. Wolstenhome	PWC-027	See Comment #1233	Oppose	22025
1252	5/20/2022	Hand delivered	Nancy M. Landry	PWC-027	See Comment #1233	Oppose	22025
1253	5/20/2022	Hand delivered	Virginia Harris	PWC-027	See Comment #1233	Oppose	22025
1254	5/20/2022	Hand delivered	Elizabeth Imhof	PWC-027	See Comment #1233	Oppose	22025
1255	5/20/2022	Hand delivered	William K. Larson	PWC-027	See Comment #1233	Oppose	22025
1256	5/20/2022	Hand delivered	Gayle T. Bassick	PWC-027	See Comment #1233	Oppose	22025
1257	5/20/2022	Hand delivered	Myra Gluckman	PWC-027	See Comment #1233	Oppose	22025
1258	5/20/2022	Hand delivered	Charles S. Mills	PWC-027	See Comment #1233	Oppose	22025
1259	5/20/2022	Hand delivered	Judy M. Dota	PWC-027	See Comment #1233	Oppose	22025
1260	5/20/2022	Hand delivered	Micheline Clapham	PWC-027	See Comment #1233	Oppose	22025
1261	5/20/2022	Hand delivered	Fang-Xing Jiang	PWC-027	See Comment #1233	Oppose	22025
1262	5/20/2022	Hand delivered	Christine P. Pryplesh	PWC-027	See Comment #1233	Oppose	22025
1263	5/20/2022	Hand delivered	Stan & Nancy Weiss	PWC-027	See Comment #1233	Oppose	22025
1264	5/20/2022	Hand delivered	Jack & Vickie Wagner	PWC-027	See Comment #1233	Oppose	22025
1265	5/20/2022	Hand delivered	Pierce Johnson	PWC-027	See Comment #1233	Oppose	22025
1266	5/20/2022	Hand delivered	Patrick & Lisa Brookes	PWC-027	See Comment #1233	Oppose	22025
1267	5/20/2022	Hand delivered	David & Angela Anderson	PWC-027	See Comment #1233	Oppose	22025
1268	5/21/2022	Email	Yiqian Zhaou	FFX-128	See comment #550	Support	22213

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1269	5/21/2022	Email	Yiqian Zhaou	FFX-124	See comment #550	Support	22213
1270	5/21/2022	Email	Yiqian Zhaou	CFC-008	See comment #550	Support	22213
1271	5/21/2022	Email	Yiqian Zhaou	ARL-021	See comment #550	Support	22213
1272	5/21/2022	Email	Yiqian Zhaou	ALX-018	See comment #550	Support	22213
1273	5/21/2022	Email	Yiqian Zhaou	ALX-020	See comment #550	Support	22213
1274	5/21/2022	Email	Yiqian Zhaou	HND-005	See comment #550	Support	22213
1275	5/21/2022	Email	Yiqian Zhaou	FFX-121	See comment #550	Support	22213
1276	5/21/2022	Email	Yiqian Zhaou	FFX-119	See comment #550	Support	22213
1277	5/21/2022	Email	Yiqian Zhaou	FFX-125	See comment #550	Support	22213
1278	5/21/2022	Email	Irwin Flashman	FFX-128	See comment #550	Support	20190
1279	5/21/2022	Email	Irwin Flashman	FFX-124	See comment #550	Support	20190
1280	5/21/2022	Email	Irwin Flashman	CFC-008	See comment #550	Support	20190
1281	5/21/2022	Email	Irwin Flashman	ARL-021	See comment #550	Support	20190
1282	5/21/2022	Email	Irwin Flashman	ALX-018	See comment #550	Support	20190
1283	5/21/2022	Email	Irwin Flashman	ALX-020	See comment #550	Support	20190
1284	5/21/2022	Email	Irwin Flashman	HND-005	See comment #550	Support	20190
1285	5/21/2022	Email	Irwin Flashman	FFX-121	See comment #550	Support	20176
1286	5/21/2022	Email	Irwin Flashman	FFX-119	See comment #550	Support	20176
1287	5/21/2022	Email	Irwin Flashman	FFX-125	See comment #550	Support	20176
1288	5/21/2022	Email	Martha Polkey	FFX-128	See comment #550	Support	20176
1289	5/21/2022	Email	Martha Polkey	FFX-124	See comment #550	Support	20176
1290	5/21/2022	Email	Martha Polkey	CFC-008	See comment #550	Support	20176
1291	5/21/2022	Email	Martha Polkey	ARL-021	See comment #550	Support	20176
1292	5/21/2022	Email	Martha Polkey	ALX-018	See comment #550	Support	20176
1293	5/21/2022	Email	Martha Polkey	ALX-020	See comment #550	Support	20176
1294	5/21/2022	Email	Martha Polkey	HND-005	See comment #550	Support	20176

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1295	5/21/2022	Email	Martha Polkey	FFX-121	See comment #550	Support	20176
1296	5/21/2022	Email	Martha Polkey	FFX-119	See comment #550	Support	20176
1297	5/21/2022	Email	Martha Polkey	FFX-125	See comment #550	Support	20176
1298	5/21/2022	Website	David Balick	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled, and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTA's failure to model induced congestion and failure to include climate outcomes in the scoring process. Transportation policy should prioritize reducing, not increasing, VMT. NVTA must fix its scoring before the next round of funding.	Support	22201
1299	5/21/2022	Website	David Balick	FFX-126	See comment #1298	Oppose	22201
1300	5/21/2022	Website	David Balick	PWC-035	See comment #1298	Oppose	22201
1301	5/21/2022	Website	David Balick	PWC-036	See comment #1298	Oppose	22201
1302	5/21/2022	Website	David Balick	PWC-029	See comment #1298	Oppose	22201
1303	5/21/2022	Website	David Balick	FFX-131	See comment #1298	Oppose	22201
1304	5/21/2022	Website	David Balick	LDN-024	See comment #1298	Oppose	22201
1305	5/21/2022	Website	David Balick	PWC-037	See comment #1298	Oppose	22201
1306	5/21/2022	Email	Stewart Schwartz	FFX-128	See comment #550	Support	20056
1307	5/21/2022	Email	Stewart Schwartz	FFX-124	See comment #550	Support	20056
1308	5/21/2022	Email	Stewart Schwartz	CFC-008	See comment #550	Support	20056
1309	5/21/2022	Email	Stewart Schwartz	ARL-021	See comment #550	Support	20056
1310	5/21/2022	Email	Stewart Schwartz	ALX-018	See comment #550	Support	20056
1311	5/21/2022	Email	Stewart Schwartz	ALX-020	See comment #550	Support	20056
1312	5/21/2022	Email	Stewart Schwartz	HND-005	See comment #550	Support	20056
1313	5/21/2022	Email	Stewart Schwartz	FFX-121	See comment #550	Support	20056
1314	5/21/2022	Email	Stewart Schwartz	FFX-119	See comment #550	Support	20056

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1315	5/21/2022	Email	Stewart Schwartz	FFX-125	See comment #550	Support	20056
1316	5/21/2022	Email	Jacob Janzen	FFX-128	See comment #550	Support	20056
1317	5/21/2022	Email	Jacob Janzen	FFX-124	See comment #550	Support	22209
1318	5/21/2022	Email	Jacob Janzen	CFC-008	See comment #550	Support	22209
1319	5/21/2022	Email	Jacob Janzen	ARL-021	See comment #550	Support	22209
1320	5/21/2022	Email	Jacob Janzen	ALX-018	See comment #550	Support	22209
1321	5/21/2022	Email	Jacob Janzen	ALX-020	See comment #550	Support	22209
1322	5/21/2022	Email	Jacob Janzen	HND-005	See comment #550	Support	22209
1323	5/21/2022	Email	Jacob Janzen	FFX-121	See comment #550	Support	22209
1324	5/21/2022	Email	Jacob Janzen	FFX-119	See comment #550	Support	22209
1325	5/21/2022	Email	Jacob Janzen	FFX-125	See comment #550	Support	22209
1326	5/21/2022	Website	Lawrence Kandrach	PWC-027	Of HIGHEST PRIORITY. Will provide IMMEDIATE RELIEF to residents of area + to those passing through when traffic backs up on I95 and/or US Rt1, especially on weekends and/or "rush hours".	Support	22025
1327	5/21/2022	Email	Alice Svendson	FFX-128	See comment #550	Support	22030
1328	5/21/2022	Email	Alice Svendson	FFX-124	See comment #550	Support	22030
1329	5/21/2022	Email	Alice Svendson	CFC-008	See comment #550	Support	22030
1330	5/21/2022	Email	Alice Svendson	ARL-021	See comment #550	Support	22030
1331	5/21/2022	Email	Alice Svendson	ALX-018	See comment #550	Support	22030
1332	5/21/2022	Email	Alice Svendson	ALX-020	See comment #550	Support	22030
1333	5/21/2022	Email	Alice Svendson	HND-005	See comment #550	Support	22030
1334	5/21/2022	Email	Alice Svendson	FFX-121	See comment #550	Support	22030
1335	5/21/2022	Email	Alice Svendson	FFX-119	See comment #550	Support	22030
1336	5/21/2022	Email	Alice Svendson	FFX-125	See comment #550	Support	22030
1337	5/21/2022	Website	Daniel Healy	FFX-119	I am writing this public comment concerning the 6 year plan at large (though project FFX-119 appears to be the largest project in my local area). I am dismayed to see the vast majority of funds and projects are for expansion of car-centric infrastructure. I call upon the NOVA Transportation Authority to lead the switch away from car dependency by allocating the vast majority of future budgets towards public transit, cycling, and pedestrian infrastructure.	Support	22015
1338	5/21/2022	Email	kim908	FFX-128	See comment #550	Support	22003
1339	5/21/2022	Email	kim908	FFX-124	See comment #550	Support	22003

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1340	5/21/2022	Email	kim908	CFC-008	See comment #550	Support	22003
1341	5/21/2022	Email	kim908	ARL-021	See comment #550	Support	22003
1342	5/21/2022	Email	kim908	ALX-018	See comment #550	Support	22003
1343	5/21/2022	Email	kim908	ALX-020	See comment #550	Support	22003
1344	5/21/2022	Email	kim908	HND-005	See comment #550	Support	22003
1345	5/21/2022	Email	kim908	FFX-121	See comment #550	Support	22003
1346	5/21/2022	Email	kim908	FFX-119	See comment #550	Support	22003
1347	5/21/2022	Email	kim908	FFX-125	See comment #550	Support	22003
1348	5/21/2022	Email	Paul Deschene	FFX-128	See comment #550	Support	22305
1349	5/21/2022	Email	Paul Deschene	FFX-124	See comment #550	Support	22305
1350	5/21/2022	Email	Paul Deschene	CFC-008	See comment #550	Support	22305
1351	5/21/2022	Email	Paul Deschene	ARL-021	See comment #550	Support	22305
1352	5/21/2022	Email	Paul Deschene	ALX-018	See comment #550	Support	22305
1353	5/21/2022	Email	Paul Deschene	ALX-020	See comment #550	Support	22305
1354	5/21/2022	Email	Paul Deschene	HND-005	See comment #550	Support	22305
1355	5/21/2022	Email	Paul Deschene	FFX-121	See comment #550	Support	22305
1356	5/21/2022	Email	Paul Deschene	FFX-119	See comment #550	Support	22305
1357	5/21/2022	Email	Paul Deschene	FFX-125	See comment #550	Support	22305
1358	5/21/2022	Email	Ericn Steele	FFX-128	See comment #550	Support	22042
1359	5/21/2022	Email	Ericn Steele	FFX-124	See comment #550	Support	22042
1360	5/21/2022	Email	Ericn Steele	CFC-008	See comment #550	Support	22042
1361	5/21/2022	Email	Ericn Steele	ARL-021	See comment #550	Support	22042
1362	5/21/2022	Email	Ericn Steele	ALX-018	See comment #550	Support	22042
1363	5/21/2022	Email	Ericn Steele	ALX-020	See comment #550	Support	22042
1364	5/21/2022	Email	Ericn Steele	HND-005	See comment #550	Support	22042
1365	5/21/2022	Email	Ericn Steele	FFX-121	See comment #550	Support	22042

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1366	5/21/2022	Email	Ericn Steele	FFX-119	See comment #550	Support	22042
1367	5/21/2022	Email	Ericn Steele	FFX-125	See comment #550	Support	22042
1368	5/21/2022	Email	Stephen Gutierrez	PWC-027	I oppose funding and construction of the Van Buren Road Project. Why? This proposed project has been on the plans for 40 years or so, unfortunately, Prince William County saw fit to build 3 "Vibrant" communities around or over area proposed for this road. Not to mention, the cost continues to escalate each day this "plan" is being discussed. \$80 million is on the low end. A two mile stretch of road that would destroy the current wildlife habitat and forest land. For what? To provide a few land parcel holders access to their land locked property, which was that way when purchased. Let's not forget that the M2 light industrial zoning of these parcels will only add truck traffic, light, and noise pollution, along with endangering the residents that attend Fannie Fitzgerald school and live in the neighborhoods being upended by this non-thought out plan. Cardinal Grove community would have an enormous increase in truck traffic right outside their front doors. The intersection at 234 would be an absolute nightmare, not that it isn't overwhelmed now. So much for "safety" in the communities. There are just so many more projects that would be more beneficial to Prince William County or Virginia, than this road to nowhere. The costs definitely outweigh the benefits of this project. Quit wasting time considering it. "NO" is the correct response to this project!	Oppose	22025
1369	5/21/2022	Email	Maura Pendergast & Laurel Gillis	ARL-021	We are writing in support of the planning and funding to build a west entrance to the Ballston Metro. We live in the Bluemont/Bonair neighborhood (address below) and would welcome a west entrance both for easier accessibility and for safety reasons (second exit for evacuation). We've lived at our address since 1996 and have long hoped a west entrance would be added to the Ballston metro. It's long overdue and would be greatly appreciated by the local community and those who commute to Ballston for work, school, medical appts, etc. The Ballston area is thriving, with lots of increased activity on the west side, and a west metro entrance is very much needed.	Support	22205
1370	5/21/2022	Email	Joel and Donna Seckar	PWC-027	Overall, we believe that The Van Buren Road North Extension Project would not be beneficial to our community. It is our understanding that this project was originally proposed 35-40 years ago, before the construction of three communities which will be seriously negatively impacted: Four Seasons at Historic Virginia, Copper Mill Estates, and Cardinal Grove. Copper Mill Estates residents will have significant difficulty getting in/out of their community. Cardinal Grove will have tractor trailer traffic going right through the middle of their community where young children live. Obviously, the original plan did not consider these communities since they did not exist, but they do now. This extension would obviously produce increased traffic on Route 234, particularly increased heavy truck traffic. Current heavy truck traffic along 234 is the cause of significant accidents, despite many traffic lights. The number of accidents would certainly increase with more truck traffic. Noise pollution to this area from Route 95 would obviously increase if noise from Van Buren Road were added. We believe that the negative impact of extending this road would clearly outweigh the benefits.	Oppose	
1371	5/21/2022	Email	Jon Ward	CFC-008	I am writing in support of application CFC-008, the N. Washington St. Multimodal Improvements Project. There may be little the City of Falls Church can do to alleviate congestion along this short stretch of Rte. 29, which is dominated by pass-through traffic. But the City has a goal to facilitate walking and biking by residents and students, as well as commuters who use the nearby East Falls Church Metro station. This four-lane stretch of Rte. 29, from Columbia St. in Falls Church to N. Westmoreland in Arlington, is roughly a quarter mile with no crosswalks or bike lanes. A crosswalk and HAWK signal at E. Jefferson would make it much easier and safer for residents to bike and walk across Rte. 29 to access more City businesses and head westbound on the W&OD bike trail. The latter is important if students from that portion of the City are to bike to/from the middle- and high-school campus. Finally, I am not an expert, but I've heard City staff report that many of the old sidewalks along this stretch are not ADA-compliant. And internet access was cut to a large part of the City a year or two ago when a vehicle on this speedy road hit one of the utility poles that are within a foot or two of the curb (see attached photo illustrating both the ADA and safety issues). This project would enhance micro-mobility access for all residents and safety for all the vehicles that pass through the City.	Support	22036

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1372	5/21/2022	Website	Kate Bonanni	FFX-131	I grew up and continue to live in NOVA, and I've spent much of my time unhappy with our highways and the car-centric format of so much of our community spaces. The negative impact of continuing to expand spaces for cars as opposed to pouring our resources into public transportation can truly not be overstated. Our current public transit leaves much to be desired, and for those who cannot drive, inaccessibility is met at every turn when trying to use public transit, from bus stops without any seating to long waits in the heat or cold with inaccurate app results for next buses and potential routes. In these cases, inaccessibility does not just extend to the elderly or non-able-bodied folks, but also those with a wide range of conditions and illnesses, some which may be entirely invisible. This isn't to mention the large number of youth who also depend on public transportation on a daily basis. An even more car-centric future can lead to nothing but extreme detriment to our community, especially to those who don't have the ability or resources to have and drive a vehicle themselves. I urge you to consider the impact continued expansion in this area would have—the most immediate being the thoughtless reallocation of funds and shutting out of countless members of your community over time, as cars continue to dominate our spaces. On both the community and the individual level, losing the small amount of accessible public transit we have now would be devastating, and seeing it become less and less supported by any kind of funding over time would be just as harmful.	Oppose	22181
1373	5/21/2022	Website	Kate Bonanni	FFX-121	See comment #1372	Oppose	22181
1374	5/21/2022	Website	Kate Bonanni	FFX-119	See comment #1372	Oppose	22181
1375	5/21/2022	Website	Kate Bonanni	FFX-126	See comment #1372	Oppose	22181
1376	5/21/2022	Website	Kate Bonanni	FFX-125	See comment #1372	Oppose	22181
1377	5/21/2022	Website	Kate Bonanni	LDN-025	See comment #1372	Oppose	22181
1378	5/21/2022	Website	Kate Bonanni	LDN-024	See comment #1372	Oppose	22181
1379	5/21/2022	Website	Kate Bonanni	PWC-027	See comment #1372	Oppose	22181
1380	5/21/2022	Website	Kate Bonanni	PWC-029	See comment #1372	Oppose	22181
1381	5/21/2022	Website	Kate Bonanni	PWC-028	See comment #1372	Oppose	22181
1382	5/21/2022	Website	Kate Bonanni	PWC-036	See comment #1372	Oppose	22181

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1383	5/21/2022	Website	Kate Bonanni	PWC-037	See comment #1372	Oppose	22181
1384	5/21/2022	Website	Kate Bonanni	PWC-035	See comment #1372	Oppose	22181
1385	5/21/2022	Website	Kate Bonanni	MAN-002	See comment #1372	Oppose	22181
1386	5/21/2022	Website	Sara Young	FFX-131	NOVA doesn't need more highways. There's already enough traffic as is, and in a few years, the new highways will be just as full. Instead, money should go toward making NOVA more walkable and putting money toward funding public transportation. Driving in NOVA is already hard enough. It would not only save money, but it would save the environment, save people's health, and prevent more cars from being on the road.	Oppose	22030
1387	5/21/2022	Website	Sara Young	FFX-121	See comment #1386	Oppose	22030
1388	5/21/2022	Website	Sara Young	FFX-119	See comment #1386	Oppose	22030
1389	5/21/2022	Website	Sara Young	FFX-126	See comment #1386	Oppose	22030
1390	5/21/2022	Website	Sara Young	FFX-125	See comment #1386	Oppose	22030
1391	5/21/2022	Website	Sara Young	LDN-025	See comment #1386	Oppose	22030
1392	5/21/2022	Website	Sara Young	LDN-024	See comment #1386	Oppose	22030
1393	5/21/2022	Website	Sara Young	PWC-027	See comment #1386	Oppose	22030
1394	5/21/2022	Website	Sara Young	PWC-029	See comment #1386	Oppose	22030
1395	5/21/2022	Website	Sara Young	PWC-028	See comment #1386	Oppose	22030

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1396	5/21/2022	Website	Sara Young	PWC-036	See comment #1386	Oppose	22030
1397	5/21/2022	Website	Sara Young	PWC-037	See comment #1386	Oppose	22030
1398	5/21/2022	Website	Sara Young	PWC-035	See comment #1386	Oppose	22030
1399	5/21/2022	Website	Sara Young	MAN-002	See comment #1386	Oppose	22030
1400	5/21/2022	Email	Donald Address	FFX-128	See comment #550	Support	22182
1401	5/21/2022	Email	Donald Address	FFX-124	See comment #550	Support	22182
1402	5/21/2022	Email	Donald Address	CFC-008	See comment #550	Support	22182
1403	5/21/2022	Email	Donald Address	ARL-021	See comment #550	Support	22182
1404	5/21/2022	Email	Donald Address	ALX-018	See comment #550	Support	22182
1405	5/21/2022	Email	Donald Address	ALX-020	See comment #550	Support	22182
1406	5/21/2022	Email	Donald Address	HND-005	See comment #550	Support	22182
1407	5/21/2022	Email	Donald Address	FFX-121	See comment #550	Support	22182
1408	5/21/2022	Email	Donald Address	FFX-119	See comment #550	Support	22182
1409	5/21/2022	Email	Donald Address	FFX-125	See comment #550	Support	22182
1410	5/21/2022	Email	Leona Muskat	FFX-128	See comment #550	Support	20169
1411	5/21/2022	Email	Leona Muskat	FFX-124	See comment #550	Support	20169
1412	5/21/2022	Email	Leona Muskat	CFC-008	See comment #550	Support	20169
1413	5/21/2022	Email	Leona Muskat	ARL-021	See comment #550	Support	20169
1414	5/21/2022	Email	Leona Muskat	ALX-018	See comment #550	Support	20169
1415	5/21/2022	Email	Leona Muskat	ALX-020	See comment #550	Support	20169
1416	5/21/2022	Email	Leona Muskat	HND-005	See comment #550	Support	20169
1417	5/21/2022	Email	Leona Muskat	FFX-121	See comment #550	Support	20169

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1418	5/21/2022	Email	Leona Muskat	FFX-119	See comment #550	Support	20169
1419	5/21/2022	Email	Leona Muskat	FFX-125	See comment #550	Support	20169
1420	5/21/2022	Email	John and Donna Westemeyer	PWC-030	When are we going to Start using public transportation?? We don't need more cars filling up garages and parking lots and tying up traffic coming and going from the VRE station. Have transportation shuttles, buses etc. going to the VRE station at commuter times that VRE runs. There is Gov. money for infrastructure that can be used for this. Get out of cars. There will be a tie up with some many coming from 123.	Oppose	
1421	5/21/2022	Email	Patricia Petro	FFX-128	See comment #550	Support	22205
1422	5/21/2022	Email	Patricia Petro	FFX-124	See comment #550	Support	22205
1423	5/21/2022	Email	Patricia Petro	CFC-008	See comment #550	Support	22205
1424	5/21/2022	Email	Patricia Petro	ARL-021	See comment #550	Support	22205
1425	5/21/2022	Email	Patricia Petro	ALX-018	See comment #550	Support	22205
1426	5/21/2022	Email	Patricia Petro	ALX-020	See comment #550	Support	22205
1427	5/21/2022	Email	Patricia Petro	HND-005	See comment #550	Support	22205
1428	5/21/2022	Email	Patricia Petro	FFX-121	See comment #550	Support	22205
1429	5/21/2022	Email	Patricia Petro	FFX-119	See comment #550	Support	22205
1430	5/21/2022	Email	Patricia Petro	FFX-125	See comment #550	Support	22205
1431	5/21/2022	Email	Mark Freitag	FFX-128	See comment #550	Support	22310
1432	5/21/2022	Email	Mark Freitag	FFX-124	See comment #550	Support	22310
1433	5/21/2022	Email	Mark Freitag	CFC-008	See comment #550	Support	22310
1434	5/21/2022	Email	Mark Freitag	ARL-021	See comment #550	Support	22310
1435	5/21/2022	Email	Mark Freitag	ALX-018	See comment #550	Support	22310
1436	5/21/2022	Email	Mark Freitag	ALX-020	See comment #550	Support	22310
1437	5/21/2022	Email	Mark Freitag	HND-005	See comment #550	Support	22310
1438	5/21/2022	Email	Mark Freitag	FFX-121	See comment #550	Support	22310
1439	5/21/2022	Email	Mark Freitag	FFX-119	See comment #550	Support	22310
1440	5/21/2022	Email	Mark Freitag	FFX-125	See comment #550	Support	22310
1441	5/21/2022	Email	Jonathan Krall	FFX-128	See comment #550	Support	22301
1442	5/21/2022	Email	Jonathan Krall	FFX-124	See comment #550	Support	22301

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1443	5/21/2022	Email	Jonathan Krall	CFC-008	See comment #550	Support	22301
1444	5/21/2022	Email	Jonathan Krall	ARL-021	See comment #550	Support	22301
1445	5/21/2022	Email	Jonathan Krall	ALX-018	See comment #550	Support	22301
1446	5/21/2022	Email	Jonathan Krall	ALX-020	See comment #550	Support	22301
1447	5/21/2022	Email	Jonathan Krall	HND-005	See comment #550	Support	22301
1448	5/21/2022	Email	Jonathan Krall	FFX-121	See comment #550	Support	22301
1449	5/21/2022	Email	Jonathan Krall	FFX-119	See comment #550	Support	22301
1450	5/21/2022	Email	Jonathan Krall	FFX-125	See comment #550	Support	22301
1451	5/21/2022	Email	Sofia Riaz	PWC-030	The building of the overpass serves no real purpose for the community of Belmont Bay. The development of the overpass will pose a series of problems including pollution, more traffic, noise disturbances, and litter dumped on and around the overpass. This overpass will also decrease the value and aesthetic of Belmont Bay as a whole by allowing more people (who are not a part of this community) to migrate to the area causing an overpopulation. Belmont Bay will no longer be a desirable area to live with the creation of the overpass. Again, there is no real need for this overpass to be built. I have lived in this community for over 20 years now and I have never had an issue with the "traffic" around the area nor have I had any issue with accessing 123/Gordon Blvd/Fairfax County parkway. Traffic is normal and occurs everywhere - that does not mean a small overpass should be built. The creation of the overpass will have more negative effects/impact than positive. Kindly reconsider the development of the overpass in the Belmont Bay Area.	Oppose	
1452	5/22/2022	Email	Dennis J. Wolstenholme	PWC-027	I have been a resident of Prince William County for over 50 years and have seen a lot of expansion and projects. Many I have liked and agreed with, a few I disagreed with. The VRB project, I totally disagree with. It is an extreme waste of my money and accomplished nothing other than lining the pockets of some individuals. It brings noise to elderly residents in the nearby elderly neighborhood (Four Seasons 55+ Community), endangers children that walk to the nearby elementary school and provide the local residents no benefit, only noise and pollution. There will be little to no benefit to vehicles/trucks on I95 as the road which is proposed to be about 2+ miles will only be take the driver to the already congested 234 entrance to south bound I95. I understand there are estimates of 160 million dollars for a bridge and road which will only reduce the value of existing homes while providing no benefit and danger to many children. I hope the personnel that will be evaluating this project take realistic view of it value to the citizens of this community	Oppose	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1453	5/22/2022	Email	Pamela Van Hine	ARL-021	<p>I am writing in support of these proposed NVTA projects:</p> <p>ARL-021 Ballston-MU Metrorail West Entrance</p> <p>In the past few years, the Ballston area of Arlington County has seen an explosion of new buildings, new residents, and new businesses and educational facilities. I agree with, and support, the NVTA analysis that the new entrance will relieve congested conditions at the current entrance, and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains. It will also provide adequate egress during emergency situations, and improve bus-to-Metro transfers for routes entering Ballston from I-66. We need to keep improving transit options throughout the NOVA region to encourage other transportation modes than SOV driving.</p> <p>ALX-020 Holmes Run Trail – Doris Kelly Fairweather Bridge Crossing</p> <p>I frequently visit one of my best friends who lives just off the Holmes Run Trail. I take the Metro to Eisenhower, walk along Eisenhower and the Cameron Run Trail, travel on the Holmes Run Trail to her exit. I have been frustrated that I could not continue along the Holmes Run Trail because of the closure around this bridge crossing. I look forward to being able to continue along the trail and fully support this important bike-ped project as described in the synopsis: This project would replace an existing fair-weather crossing for the Holmes Run Trail with a prefabricated steel pedestrian and bicycle bridge to allow trail users continuous, safe, and reliable access to the City's off-street trail facilities. This is a critical missing link in the bike-ped network.</p> <p>ALX-018 West End Transitway Phase 1B</p> <p>Navigating the current area around the Van Dorn Metro station on foot is confusing and problematic. I support the improvements and justification described in the project synopsis.</p> <p>I do not support the Route 1 project FFX-131 unless the needs of the Gum Springs community are adequately addressed, safety can be ensured for all modes, and adding lanes can be justified.</p>	Support	
1454	5/22/2022	Email	Pamela Van Hine	ALX-020	See comment #1453	Support	
1455	5/22/2022	Email	Pamela Van Hine	ALX-018	See comment #1453	Support	
1456	5/22/2022	Email	Pamela Van Hine	FFX-131	See comment #1453	Oppose	
1457	5/22/2022	Website	Stephen Repetski	FFX-126	<p>NVTA has a chance with this 6year program to be a leading voice in the region pushing for transit expansion allowing greater, more sustainable high density developments, and helping push residents away from transportation modes that negative impact the environment.</p> <p>This SYP isn't it. This SYP includes hundreds of millions for highway widening under the guise of speeding traffic.</p> <p>The focus at this day and age must be towards prioritizing mass transit modes and actively pushing people to use those modes. However, that does not mean highway widening to make room for transit. Instead, the climate crisis calls for reallocating space from cars to transit, within existing rights of way, to build safe, efficient, sustainable transit capacity in.</p> <p>Even the DC exurbs should be able to get behind this idea. By focusing on transit corridors, job center and higher-population residential centers are more likely to stay vibrant and encourages mixing of housing and jobs, reducing the need for polluting highways.</p> <p>Route 28 widening should not have funding in this SYP. Bus capacity and roadway reallocation from cars to mass transit along the corridor would be a much cheaper and long-term option.</p> <p>Fairfax/VDOT widening of the Fairfax City Parkway is similar misguided, and will only result in more cars, even more traffic, and more pollution.</p> <p>In the Route 1 corridor, we see highway widening for the sake of BRT. But this project would be accomplished in a much cheaper way by reallocating two existing lanes for the BRT project. This prioritizes the more efficient mode of travel, and cuts down on crossing distances to keep pedestrians safe.</p> <p>Thank you for your time, and I hope you take this comment into consideration.</p>	Oppose	22203
1458	5/22/2022	Website	Stephen Repetski	FFX-131	See comment #1457	Oppose	22203
1459	5/22/2022	Email	Carl Tolf	FFX-128	See comment #550	Support	22101
1460	5/22/2022	Email	Carl Tolf	FFX-124	See comment #550	Support	22101
1461	5/22/2022	Email	Carl Tolf	CFC-008	See comment #550	Support	22101
1462	5/22/2022	Email	Carl Tolf	ARL-021	See comment #550	Support	22101

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1463	5/22/2022	Email	Carl Tolf	ALX-018	See comment #550	Support	22101
1464	5/22/2022	Email	Carl Tolf	ALX-020	See comment #550	Support	22101
1465	5/22/2022	Email	Carl Tolf	HND-005	See comment #550	Support	22101
1466	5/22/2022	Email	Carl Tolf	FFX-121	See comment #550	Support	22101
1467	5/22/2022	Email	Carl Tolf	FFX-119	See comment #550	Support	22101
1468	5/22/2022	Email	Carl Tolf	FFX-125	See comment #550	Support	22101
1469	5/22/2022	Email	Andrew Meyers	CFC-008	I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!	Support	22046
1470	5/22/2022	Email	Savannah Martincic	FFX-128	See comment #550	Support	22032
1471	5/22/2022	Email	Savannah Martincic	FFX-124	See comment #550	Support	22032
1472	5/22/2022	Email	Savannah Martincic	CFC-008	See comment #550	Support	22032
1473	5/22/2022	Email	Savannah Martincic	ARL-021	See comment #550	Support	22032
1474	5/22/2022	Email	Savannah Martincic	ALX-018	See comment #550	Support	22032
1475	5/22/2022	Email	Savannah Martincic	ALX-020	See comment #550	Support	22032
1476	5/22/2022	Email	Savannah Martincic	HND-005	See comment #550	Support	22032
1477	5/22/2022	Email	Savannah Martincic	FFX-121	See comment #550	Support	22032
1478	5/22/2022	Email	Savannah Martincic	FFX-119	See comment #550	Support	22032
1479	5/22/2022	Email	Savannah Martincic	FFX-125	See comment #550	Support	22032

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1480	5/22/2022	Website	Fred Hussein	PWC-036	<p>PWC-036: I support the widening of Old Bridge Road, between Colby Drive and Minnieville Road, from four to six lanes to improve congestion along this section of the roadway and increase transit reliability of OmniRide bus routes. By investing in this project, commuters will have confidence to selecting OmniRide commuter bus service more for saving commuting time without the need to driving to the Lake Ridge Commuter Lot.</p> <p>FFX-124: I have support of investing in 8 battery-powered electric buses for the Fairfax Connector bus fleet to provide service from Tysons to the Franconia Springfield Metro stop. By making this investment in electric buses, Fairfax Connector will be on the path to reduce dependence on diesel fuel that will decrease emissions and, eventually, to greatly improve air quality. The one request I would make in securing this investment is to establish charging stations devoted to these buses at both Tysons and Franconia-Springfield to ensure transit reliability of the bus service and mitigating breakdown of the buses along the route due to the limited driving range of these buses. Once the initial fleet of these electric buses are successful, Fairfax Connector should consider a study of acquiring a fleet of fuel cell-powered buses, powered by hydrogen, that has a longer driving range and short refueling times.</p> <p>FFX-126: While I support the widening of Fairfax County Parkway—between Nomes Road and Route 123—I request that the NVTA Board consider funding the Design/Engineering/Environmental and Right-of-way (ROW)/Utilities portion. The reason that I am supporting a partial investment in this project is since Fairfax County Parkway was designated as a primary highway by the Commonwealth Transportation (CTB) Board in 2013, VDOT should plan future construction funding in future fiscal years. By making this down payment in the mentioned portions, I believe that will assure VDOT to move this project up to become a higher priority since both the NVTA and the Commonwealth are making a joint investment in this project. NVTA can then shift their focus on funding the remaining candidate projects for FY 2022-2027 that will fast track projects to foster transit improvements that increases mobility within the region.</p>	Support	22026
1481	5/22/2022	Website	Fred Hussein	FFX-124	See comment #1480	Support	22026
1482	5/22/2022	Website	Fred Hussein	FFX-126	See comment #1480	Support	22026
1483	5/22/2022	Website	Regan Davis	CFC-008	I have lived and owned property in the City of Falls Church for almost 20 years. My husband's business is located in the City and our 3 children attend City schools. We support an abundance of small businesses within walking distance of our home. Improvements to walkability, ADA compliance, safer intersections and improved lighting are essential to continuing their success and to easing vehicle traffic and safety for walkers, bikers and children. Thank you for supporting the North Washington Street Multimodal Improvement Plan.	Support	22046
1484	5/22/2022	Email	Jessica Cassidy	FFX-128	See comment #550	Support	20170
1485	5/22/2022	Email	Jessica Cassidy	FFX-124	See comment #550	Support	20170
1486	5/22/2022	Email	Jessica Cassidy	CFC-008	See comment #550	Support	20170
1487	5/22/2022	Email	Jessica Cassidy	ARL-021	See comment #550	Support	20170
1488	5/22/2022	Email	Jessica Cassidy	ALX-018	See comment #550	Support	20170
1489	5/22/2022	Email	Jessica Cassidy	ALX-020	See comment #550	Support	20170
1490	5/22/2022	Email	Jessica Cassidy	HND-005	See comment #550	Support	20170
1491	5/22/2022	Email	Jessica Cassidy	FFX-121	See comment #550	Support	20170
1492	5/22/2022	Email	Jessica Cassidy	FFX-119	See comment #550	Support	20170
1493	5/22/2022	Email	Jessica Cassidy	FFX-125	See comment #550	Support	20170

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1494	5/22/2022	Email	Fran DuRocher	PWC-027	<p>As you are consider the transportation projects for funding, I want to express my concerns about Van Buren Rd North which I oppose for many reasons.</p> <p>This road had been in the county plan for about 40 years, though never funded or even really considered. Yet, in that time the county has allowed 3 separate developments. Four Seasons is a 55 Plus community where I live and where the eastern part borders the proposed road. Cardinal Grove which is a development with many families and the proposed road would go in the middle of it!! Finally, Copper Mill Estates where the residents or visitors there will have serious difficulties getting in or out of their own community. In addition, as the area is zoned for light industrial usage, the impact of that on terms of the noise, the pollution, the truck traffic, as well as the safety and security issues will be a significant problem.</p> <p>In addition to the above, the traffic situation will be compounded by this road, with far more traffic on Rt 234, inadequate plans for the intersection of Van Buren Rd with 234, worsening traffic with other intersections, traffic going through the middle of Cardinal Grove Community. Also, the fact that improvements of Minneville Rd, Route 1, extension of the I-95 express lanes have mitigated many of the concerns for a need for the road to help traffic at this time, and in fact now appears to actually worsen the traffic situation.</p> <p>All of these factors, including the fact that the cost of the road appears to be substantially underpriced, as figures appear to trend far higher, should definitely make the project to be taken off the list to be approved.</p>	Oppose	22025
1495	5/22/2022	Email	Patricia Murphy	ARL-021	<p>Dear NVTA Comment,</p> <p>The Northern Virginia Transportation Authority needs to better prioritize projects that support a sustainable, equitable and livable future rather than devoting most of its funding to bigger roads and more car dependence. I'm asking you to shift funding to projects that are consistent with adopted regional goals for walkable, bikeable, transit-oriented communities in Northern Virginia.</p> <p>The proposed FY2022-27 Six-Year Funding Program prioritizes spending over \$600 million for road widening and highway interchange projects compared to only \$17 million for everything else. This is unacceptable. In a time of climate change, high costs of car ownership, and more demand for walkable communities, NVTA needs to shift its priorities.</p> <p>Please don't forget about pedestrians and bicyclists when you are making your plans. I like to walk when I can - walking frequently has improved my health both physical and mental. But it could be made much safer and more convenient!</p> <p>I am particularly interested in the project which would add a second entrance to the Ballston Metro Station, which I use frequently. The Ballston area has grown a lot in recent years and the station could use better access.</p> <p>I also walk in western Arlington and Falls Church at least weekly. I would walk more often if the area was made safer for pedestrians. In particular, crossing N. Washington street as a pedestrian can be scary and safety improvements/traffic calming measures would make a huge difference.</p> <p>I note that a child on a bicycle was just hit by a car on Langston Blvd. at the John Marshall Drive crosswalk. The swimming pool which is adjacent to this crosswalk attracts many children and seniors to cross at this location, but it is not safe. Visibility is not good and traffic speeds are much too high. I would be very happy if a traffic light were installed at this location. To safely cross Langston Blvd near my N. Ohio Street home I (and my neighbors) have to go to either the Lexington Street crosswalk or to Sycamore Street. A crosswalk and light somewhere between these two crosswalks would be very convenient and much-used.</p> <p>As shown in the Coalition for Smarter Growth's "On the Wrong Road" report (smartergrowth.net), NVTA's focus on short-term congestion relief through road widening takes Northern Virginia in the wrong direction. Too many of the candidate projects would make people drive more miles, create more emissions, and undermine NVTA member jurisdiction investments in transit-oriented communities and walkable activity centers.</p> <p>Please select and shift funding to projects listed above that give Northern Virginia a more sustainable and livable future.</p>	Support	22207
1496	5/22/2022	Email	Patricia Murphy	CFC-008	See comment #1495	Support	22207

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1497	5/22/2022	Email	Jacob Sanders	FFX-131	<p>My name is Jacob Sanders. I grew up in Burke, received my bachelor's in engineering at George Mason University, and am currently completing grad school at GMU as well. As someone who does not own a car and who would like to stay in the area for a job that puts my degrees to good use, I am deeply invested in the transportation future of the region; specifically, options that do not involve driving or the fostering of car-centric development and communities.</p> <p>I am writing to you with concern to projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, and MAN-002. Growing up in Fairfax, going to the doctor, the shopping center, or to see my friends and loved ones, i became accustomed to the eternal construction and traffic. It wasn't until i met my out-of-town friends at GMU that i realized how uncommon this is – as well as the degree to which it creates a region that is simply less appealing in which to reside.</p> <p>Despite my NOVA roots, i am a well-traveled individual, having lived briefly in Europe in my youth and visited family members across the country. I've experienced many methods of transportation with their attendant benefits and drawbacks. Despite the banality of the ugliness of NOVA's highways (and truly, i say this with all the love in my heart, NOVA has some of the most mind-numbingly dismal highways in the country), there is so much room for improvement. The sprawl and interconnectedness of Northern Virginia and the National Capital Region in general present complex transportation challenges, but also incredible opportunity. We just need the infrastructure to seize that opportunity.</p> <p>Adding lanes to highways would create more safety issues, worsen air quality, decrease accessibility, and degrade community cohesiveness, not to mention undermine the credibility of the region in its stated environmental and climate goals. Furthermore, this kind of planning completely ignores residents who cannot or prefer not to drive for any variety of reasons. The only real benefit – that is, reducing traffic congestion – would be temporary at best, and more efficiently and effectively addressed through multimodal means. Projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, and MAN-002 lock us in to decades more of sprawling, inefficient, dangerous and ugly car-centric living.</p> <p>In planning a bright future for our growing region, transportation is key. We have the innovative vision and capacity to support our current and future population in getting where we need to go through a shift toward compact, mixed-use development and a wide variety of services and options – bicycle and walking paths, bikeshare stations, bus rapid transit, lightrail, and trolleybuses among them. I am ready, as are many of my NOVA friends and neighbors, for a reality in which walking and biking are safe and convenient and public transit is affordable, reliable, and accessible. Don't all citizens of Northern Virginia deserve such a life?</p> <p>I appreciate your time and look forward to seeing the results of this planning process.</p>	Oppose	22030
1498	5/22/2022	Email	Jacob Sanders	FFX-121	See comment #1497	Oppose	22030
1499	5/22/2022	Email	Jacob Sanders	FFX-119	See comment #1497	Oppose	22030
1500	5/22/2022	Email	Jacob Sanders	FFX-126	See comment #1497	Oppose	22030
1501	5/22/2022	Email	Jacob Sanders	FFX-125	See comment #1497	Oppose	22030
1502	5/22/2022	Email	Jacob Sanders	LDN-025	See comment #1497	Oppose	22030
1503	5/22/2022	Email	Jacob Sanders	LDN-024	See comment #1497	Oppose	22030

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1504	5/22/2022	Email	Jacob Sanders	PWC-027	See comment #1497	Oppose	22030
1505	5/22/2022	Email	Jacob Sanders	PWC-029	See comment #1497	Oppose	22030
1506	5/22/2022	Email	Jacob Sanders	PWC-028	See comment #1497	Oppose	22030
1507	5/22/2022	Email	Jacob Sanders	PWC-036	See comment #1497	Oppose	22030
1508	5/22/2022	Email	Jacob Sanders	PWC-037	See comment #1497	Oppose	22030
1509	5/22/2022	Email	Jacob Sanders	PWC-035	See comment #1497	Oppose	22030
1510	5/22/2022	Email	Jacob Sanders	MAN-002	See comment #1497	Oppose	22030
1511	5/22/2022	Website	Robert Whitfield	ARL-021	<p>The severe decline in Metrorail ridership overall, and at Ballston Station specifically, during the last decade is evidence enough that increasing Metrorail ridership demand does not exist in the near term.</p> <p>NO BALLSTON STATION SECOND ENTRANCE FUNDING SHOULD BE PROVIDED AT ALL BY NVTA IN THBE NEXT SIX YEARS.</p> <p>If significant Metrorail ridership increases at Ballston Station during the next six years, Arlington County can re-apply after 2028, but in no event should regional taxpayers provide a majority of funding for this project.</p> <p>Arlington County has not contributed materially to the capital costs of major regional transit service expansion projects in the last two decades. – such as the \$6+ billion Silver Line.</p> <p>Arlington County (and Alexandria City) are to date not providing any capital cost funding for the proposed \$3.9 billion Long Bridge and related VRE and Amtrak rail expansion plans in Northern Virginia .</p> <p>Reverse commuters on I 66 from Alexandria and Arlington County are not paying tolls for single occupant vehicles at peak hours, another example in the gross disparity in standards used for funding regional projects</p> <p>It is long past time for Arlington County taxpayers to pay a fair share of Virginia transportation project costs.</p>	Oppose	20190

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1512	5/22/2022	Email	Roger Cooley	PWC-030	<p>I wish to provide the following comments regarding the project proposal and plan for the Route 1 at Route 123 Intersection. I am strongly opposed to the current plan for the reasons mentioned in my comments below. This plan, if implemented, will have severe negative impacts on the safety, environment and quality of life of current residents living near this intersection as well as wasting billions of dollars that will only provide marginal improvements to the overall traffic flow along the Rt. 1 Corridor in North Woodbridge. I have also included my comments as an attachment to this message so it can be easily saved or copied.</p> <p>Comments on NOVA Transportation Authority Project Reference PWC-030-Route 1 at Route 123 Interchange Project.</p> <p>The STARS (Strategically Targeted Affordable Roadway Solutions) study is assessing potential safety and operational improvements for the I-95 and Rt.123 interchange and as a follow up to the I-95 Corridor Improvement Plan aimed at improving travel along I-95 in Virginia. As a part of their study, the STARS Team has identified several alternatives for redesigning the Rt. 123/Rt. 1 intersection that include a flyover of Rt. 1 and the CSX railroad tracks that would connect Rt. 123 directly to Belmont Bay Drive. The Stars Team has also identified potential changes to the Rt. 1 – Dawson Beach Road/Occoquan Rd. intersection that would block through traffic between Dawson Beach Road and Occoquan Rd. While the main focus of the STARS study is on improvements for I-95 and Rt. 123, their 4 proposed alternatives for the Rt. 123/Rt. 1 intersection and proposed changes to Rt. 1 – Dawson Beach Rd./Occoquan Rd. intersection do not adequately consider the pending growth of new residences and businesses in North Woodbridge, and along the Rt.1 corridor, as identified in several rezoning proposals recently submitted to PWC for approval. Also, their design alternatives do not adequately consider the safety, environment, noise, and quality of life impacts on current residents and businesses, and any that may choose to move to the North Woodbridge Area in the future.</p> <p>While the STARS major goal is on safety and operational improvements for the I-95 and Rt. 123 interchange, there should be a larger, overarching goal which is to: Maximize the safe and efficient flow of vehicular traffic and pedestrians throughout the North Woodbridge Corridor, including commercial vehicles, automobiles, buses, rail, bicycles and pedestrians. VDOT/PWC have already initiated several projects, some currently underway or recently completed, that are intended to reduce or eliminate bottlenecks along Rt. 1 thereby smoothing traffic flow and shortening the transit time between The Occoquan River Bridge and Quantico. It is easy to observe by traveling the entire Rt.1 corridor, that the greatest bottlenecks are between Mt. Pleasant Drive/Mary's Way and Featherstone Drive. These bottlenecks are at the intersections of Rt.1 with:</p> <ol style="list-style-type: none"> 1. Marys Way/Mt. Pleasant Drive 2. PWC Parkway/E. Longview Dr. 3. Belair Rd./Village Drive 	Oppose	
1513	5/22/2022	Email	Mila Cobos	FFX-131	<p>My name is Mila Cobos and I have been a resident of Fairfax for 25 years. I have raised my three children here, and have worked for a local nonprofit for almost a decade. I am proud to call this community home.</p> <p>I am writing to you about projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, and MAN-002. I believe these projects are a misguided use of funds that could be put to better use. As a mother, I have spent countless hours of my life driving around NOVA taking my kids to school events, doctor's appointments, and friends' houses, not to mention all the shopping that comes with maintaining a family of five. I-66 has been under construction for much of that time and, despite all the inconvenience to drivers with the promise of a payoff, traffic has not improved. It seems clear that widening highways only leads to more people on the roads, cancelling out the benefits.</p> <p>Now that my kids are grown, I plan to spend more time enjoying the many cultural and arts options available to us here in NOVA. Having grown up in Spain and lived in England, California, and Northern Virginia, I have experienced many modes of transportation with their respective benefits and drawbacks. I, and many others like me, would love to avoid the hassle and danger of traffic and night driving to experience the best of the region. We know it is possible! Public transit is a valuable investment in our culture and communities.</p> <p>Finally, I am very concerned about the environmental impact of these projects. Air pollution, contaminated surface runoff, erosion, and the urban heat island effect are just some of the problems that arise from the construction of larger roadways and resulting increase in driving. Not only that, but climate change is a real threat that Northern Virginia has pledged to address. Locking in decades of increased driving is antithetical to this. My children, and all children and all people everywhere, deserve a livable future that becomes less certain with every fraction of a degree of warming. It is our responsibility as an older generation, and specifically your responsibility as a decision-making body, to do everything possible to ensure that future.</p> <p>In conclusion, I urge you to reconsider projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, and MAN-002, and to promote alternate means of transport instead.</p>	Oppose	

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1514	5/22/2022	Email	Mila Cobos	FFX-121	See comment #1513	Oppose	
1515	5/22/2022	Email	Mila Cobos	FFX-119	See comment #1513	Oppose	
1516	5/22/2022	Email	Mila Cobos	FFX-126	See comment #1513	Oppose	
1517	5/22/2022	Email	Mila Cobos	FFX-125	See comment #1513	Oppose	
1518	5/22/2022	Email	Mila Cobos	LDN-025	See comment #1513	Oppose	
1519	5/22/2022	Email	Mila Cobos	LDN-024	See comment #1513	Oppose	
1520	5/22/2022	Email	Mila Cobos	PWC-027	See comment #1513	Oppose	
1521	5/22/2022	Email	Mila Cobos	PWC-029	See comment #1513	Oppose	
1522	5/22/2022	Email	Mila Cobos	PWC-028	See comment #1513	Oppose	
1523	5/22/2022	Email	Mila Cobos	PWC-036	See comment #1513	Oppose	
1524	5/22/2022	Email	Mila Cobos	PWC-037	See comment #1513	Oppose	
1525	5/22/2022	Email	Mila Cobos	PWC-035	See comment #1513	Oppose	
1526	5/22/2022	Email	Mila Cobos	MAN-002	See comment #1513	Oppose	
1527	5/22/2022	Email	William L Yarborough and Ellen B Yarborough	PWC-027	<p>The Van Buren Road planned extension will have dramatic negative effects on three new communities in the Potomac District of Prince William County, Virginia of over 1000 single family homes: Four Seasons, Copper Mill Estates and Cardinal Grove. This extension was planned some 40 years ago when there were no communities built in its path. Now this planned road will go through the backyards of two communities and right down the middle of another.</p> <p>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. 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.</p> <p>This highway will be used by all types of vehicles including 18 wheelers. With the planned bike and walking paths it will become an unmonitored back door access and an easy walk into our community. 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.</p> <p>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.</p> <p>We strongly urge the NVTa not to approve the Van Buren Rd extension.</p>	Oppose	22025
1528	5/22/2022	Email	Nancy Genovese	CFC-008	I support the need to significantly improve facilities along North Washington St in the City of Falls Church to improve safety for pedestrians, bikers, and drivers. Current sidewalks are too close to speeding cars. The lack of a traffic signal at Gresham Place means that drivers are unable to turn onto North Washington St safely. And pedestrians are unable to cross N Washington St safely. Please vote to fund the N Washington St Intermodal Project. {CFC-008}	Support	22046
1529	5/22/2022	Email	Allen Muchnick	FFX-128	See comment #550	Support	20170
1530	5/22/2022	Email	Allen Muchnick	FFX-124	See comment #550	Support	20170
1531	5/22/2022	Email	Allen Muchnick	CFC-008	See comment #550	Support	20170
1532	5/22/2022	Email	Allen Muchnick	ARL-021	See comment #550	Support	20170

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1533	5/22/2022	Email	Allen Muchnick	ALX-018	See comment #550	Support	20170
1534	5/22/2022	Email	Allen Muchnick	ALX-020	See comment #550	Support	20170
1535	5/22/2022	Email	Allen Muchnick	HND-005	See comment #550	Support	20170
1536	5/22/2022	Email	Allen Muchnick	FFX-121	See comment #550	Support	20170
1537	5/22/2022	Email	Allen Muchnick	FFX-119	See comment #550	Support	20170
1538	5/22/2022	Email	Allen Muchnick	FFX-125	See comment #550	Support	20170
1539	5/22/2022	Email	Sharon K. Palgutt	PWC-027	<p>I'd like to leave my opinion of the proposed road extension.</p> <p>I don't feel the cost of this road is a worthy use of our county funds.</p> <p>It will not benefit a large group of our populace.</p> <p>Further, it will allow trucks to by pass the weigh station on 95 and snarl the already congested intersection on 234 and Van Buren Road.</p> <p>This less than 5 mile proposed project will primarily benefit one individual whose property could be accessed thru the weight station since his declared intention is to build warehouses.</p> <p>As a resident of the Four Seasons Community backing to the Nature trail, my property is already being impacted by the New Pump station project, the increased noise because of the enormous amount of traffic on 95 that increased with the express lanes.</p> <p>The proposed road would entail a remove a huge amount of trees, allow easier access for the ATVs that menace the area between us and 95 and regularly trespass and damage our nature trail which would be shortened dramatically.</p> <p>Please fund projects that will directly benefit a larger group of our populace and not add more congestion and do ecological damage.</p>	Oppose	
1540	5/22/2022	Website	Josephine Liu	FFX-128	<p>I was disappointed to see seven different road widenings on the list of proposed projects (FFX-131, FFX-126, LDN-024, PWC-029, PWC-036, PWC-037, and PWC-035). Because of induced demand, road widenings will not solve traffic congestion in the long term. In addition, road widenings increase car dependency, increase vehicle miles traveled, and increase the likelihood that our region will fail to achieve its climate change goals.</p> <p>Instead, I support funding projects that expand transit access; make streets safer for people walking, biking, or taking transit; and give people easy and convenient alternatives to driving. In particular, to ensure a more livable future and help fight climate change, I support the following projects:</p> <p>FFX-128: Richmond Highway Bus Rapid Transit</p> <p>FFX-124: 8 new electric buses for the Fairfax Connector</p> <p>CFC-008: multimodal improvements to N. Washington St in Falls Church</p> <p>ARL-021: Second entrance for the Ballston Metrorail station</p> <p>ALX-018: West End Transitway improvements in Alexandria</p> <p>ALX-020: Holmes Run walking and biking trail reconstruction in Alexandria</p> <p>HND-005, FFX-121, FFX-119: projects to improve Metro station access at Herndon (Worldgate Dr), Wiehle-Reston (Soapstone Dr), and Franconia-Springfield (Frontier Dr)</p> <p>FFX-125: Seven Corners ring road to improve the local street network and provide connectivity for people walking and biking</p>	Support	22314
1541	5/22/2022	Website	Josephine Liu	FFX-124	See comment #1540	Support	22314
1542	5/22/2022	Website	Josephine Liu	CFC-008	See comment #1540	Support	22314
1543	5/22/2022	Website	Josephine Liu	ARL-021	See comment #1540	Support	22314
1544	5/22/2022	Website	Josephine Liu	ALX-018	See comment #1540	Support	22314
1545	5/22/2022	Website	Josephine Liu	ALX-020	See comment #1540	Support	22314

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1546	5/22/2022	Website	Josephine Liu	HND-005	See comment #1540	Support	22314
1547	5/22/2022	Website	Josephine Liu	FFX-121	See comment #1540	Support	22314
1548	5/22/2022	Website	Josephine Liu	FFX-119	See comment #1540	Support	22314
1549	5/22/2022	Website	Josephine Liu	FFX-125	See comment #1540	Support	22314
1550	5/22/2022	Website	Josephine Liu	FFX-131	See comment #1540	Oppose	22314
1551	5/22/2022	Website	Josephine Liu	FFX-126	See comment #1540	Oppose	22314
1552	5/22/2022	Website	Josephine Liu	LDN-024	See comment #1540	Oppose	22314
1553	5/22/2022	Website	Josephine Liu	PWC-029	See comment #1540	Oppose	22314
1554	5/22/2022	Website	Josephine Liu	PWC-036	See comment #1540	Oppose	22314
1555	5/22/2022	Website	Josephine Liu	PWC-037	See comment #1540	Oppose	22314
1556	5/22/2022	Website	Josephine Liu	PWC-035	See comment #1540	Oppose	22314
1557	5/22/2022	Website	Debra Gutierrez	PWC-027	<p>I am opposed to the funding of a \$150,000,000.00; 2 mile road project to extend Van Buren Road.</p> <p>It does not make sense to waste our much needed money on a project that will cause additional traffic issues, endanger wild life as well as residents and offer no benefit to the PWC community.</p> <p>The fact that the Prince William County Department of Transportation is adamant on funding this project is cause for suspicion as to why they are forcing this project on Prince William County Residents.</p>	Oppose	22025
1558	5/22/2022	Email	Norman Dixon	PWC-030	<p>I'm a resident of Belmont Bay in Woodbridge Virginia 22191. I do not support the Route 1 Route 123 flyover into Belmont Bay for the following reasons:</p> <p>There is no need for another entrance into or out of Belmont Bay. The current entrance into and out of Belmont Bay from Dawson's Beach Road serves the community well. There is also an emergency evacuation route from Higham Court over an existing bridge. That bridge should be the focus of renovation/rehabilitation as needed. The most likely emergency, that of a chemical spill from a train, would affect entrances on Route 1, both the existing entrance at Dawson's Beach Road and the proposed flyover at Route 123 equally..</p> <p>The flyover at Route 1/Route 123 would make a difficult entrance at Herons View Way and Belmont Bay Drive/Express Drive even more difficult. It is already difficult for residents who live on Herons View Way to exit onto Belmont Bay Drive/Express Drive due to limited visibility and high speed traffic. We have met with Prince William County traffic engineers on several issues in our neighborhood and we spent much of our time on this one intersection. The flyover will cut off access to Herons View Way from the future town center near the Marina.</p> <p>Commercial traffic will come through the neighborhood that currently uses Dawson's Beach Road. My understanding is that the only deterrent to commercial traffic using Course View Way and other neighborhood streets will be signs that say no commercial truck traffic allowed. I doubt that will actually deter trucks when traffic backs up on Express Drive. I've already seen a dump truck make a left turn onto Route 1 South from the right turn lane on Dawson's Beach Road. Also damage from commercial vehicles in the traffic circle at Fleet Street and Belmont Bay Drive.</p> <p>The community pool will be adversely affected. Our community pool is at the intersection of Herons View Way and Belmont Bay Drive. The pool is meant to be a place to relax and exercise. Commercial traffic noise and odors will make it difficult to enjoy the community pool.</p> <p>I would support a flyover to Route 1 from Route 123, so that we can do away with left turn lights at that intersection. There is no need to extend a flyover into Belmont Bay neighborhood if we remove the at grade left turn movements onto and off of Route 1.</p>	Oppose	22191

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1559	5/22/2022	Website	Randy Painter	ARL-021	<p>As a 11-year resident of Arlington's Rosslyn-Ballston coordinator, a current Ballston homeowner, and a member of the Ballston-Virginia Square Civic Association (BVSCA), I am writing to express support for Arlington County's application to the Northern Virginia Transportation Authority (NVTA) for \$80,000,000 for the Fiscal Year 2022-2027 Six Year Program Phases for the Ballston-Marymount University Metrorail Station's West Entrance.</p> <p>The addition of this entrance will improve access to one of the busiest metro stations in the system, particularly for individuals living and work in the western part of Ballston. There is growing development west of Glebe Road and having a station entrance near the corner of Glebe and Fairfax will enhance access to businesses and residences in this part of the community. This project would also improve egress in case there is an emergency within the metro station, will include street-level improvements that will provide better transit connections for bus commuters, will improve access for Marymount University, and will promote universal accessibility. There has been a large increase in multi-family housing construction in this area, with more on the way, and ridership is anticipated to increase as well. Ballston also has the top 3 more dense census tracts in the entire DC region.</p> <p>Ballston is and will continue to be a key transportation hub that will become increasingly more important as the population continues to grow. I hope you will provide the funding that is needed to help for this critical infrastructure project.</p>	Support	22201
1560	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	ARL-021	<p>Thank you for the opportunity to comment on the Authority's Six-Year Program as well as the broader approach to transportation improvements in Northern Virginia. The National Capital Region's Transportation Planning Board recently released some important analysis that puts our broader transportation and land use conversation in perspective. First, this analysis shows that the current regional transportation plan - which includes both roadway and transit improvements - will meet all federal air quality standards and reduce air pollution in our region. Second, density in high-capacity transit corridors will increase by an additional 40% over the next twenty years - showing the region's commitment to dense, transit-oriented development. Additionally, two-thirds of our transportation dollars will be spent on transit. As a result, high-capacity transit lane miles will increase 28% while roadway lane miles will increase by 5%, a significant portion of which are congestion managed toll lanes. These investments will increase transit trips by 28%, and walk and bike trips by 39%. By 2045, access to jobs via transit goes up by 34% while access to jobs via automobile goes up by 1%. And without these transportation improvements - the number of jobs accessible via automobile goes down nearly 10% or 124,000 jobs. 50% of the region's 1.3 million new people and 1 million new jobs are expected to come to Northern Virginia. While we may not always agree on every project, the Authority does an exceptional job of investing in all modes of transportation to accommodate that growth. The Alliance urges you to continue this all-of-the-above approach to transportation. It is critical to the success of our region.</p> <p>Another issue that has come up recently is the concept of induced demand. While there is a lot wrong with the way this academic concept is being applied to NVTA, I challenge you to think about this issue not as induced demand, but as relieving congestion suppressed demand. Just ask yourself, based on the traffic patterns of the last two years, did the existence of roadways in Northern Virginia drive unchanging demand for roadway travel, or is it the demand for economic activity - such as work, recreation, and housing - that have caused real fluctuations in travel. To quote Robert Cervero, the professor who created the concept of induced demand: "Over the last several decades and in many corners of America, claims of induced demand have stopped highway projects in their tracks. This is wrong-headed. Highway investment decisions should be based on a full accounting of costs and benefits over the service life of a facility." He later added, "Induced-demand studies say nothing about other benefits conferred by highways—e.g. increased economic productivity or satisfaction of one's preference for suburban living." Finally, we urge you to fund the following transportation projects: Ballston Second Entrance (Arlington County), West End Transitway Phase 1B (Alexandria City), Route 7 Corridor ITS (Loudoun County), Route 7 Improvements: Route 9 to the Dulles Greenway (Loudoun County), Loudoun County Parkway Interchange at Route 50 (Loudoun County), Fairfax County Parkway Widening (Fairfax County), Richmond Highway Widening & BRT (Fairfax County), Soapstone Connector (Fairfax County), 8 New Battery Electric Buses: Tysons to Franconia (Fairfax County), Prince William Parkway and Minnieville Road Interchange (Prince William County), Van Buren Road North (Prince William County), and the 142nd Street (Prince William County).</p>	Support	
1561	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	ALX-018	See comment #1560	Support	
1562	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	LDN-023	See comment #1560	Support	

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1563	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	LDN-025	See comment #1560	Support	
1564	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	LDN-028	See comment #1560	Support	
1565	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	FFX-126	See comment #1560	Support	
1566	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	FFX-128	See comment #1560	Support	
1567	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	FFX-121	See comment #1560	Support	
1568	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	FFX-124	See comment #1560	Support	
1569	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	PWC-031	See comment #1560	Support	
1570	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	PWC-027	See comment #1560	Support	
1571	5/22/2022	Email	Jason Stanford, on behalf of Northern Virginia Transportation Alliance	PWC-030	See comment #1560	Support	

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1572	5/22/2022	Website	Collier Cook	ARL-021	I support funding for ARL-021, the Ballston West Entrance which will expand access to the Ballston-MU Metro station, an important regional metro station served by many regional bus routes. This project would help our region achieve our climate goals. I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process. NVTA must fix its scoring before the next round of funding.	Support	22201
1573	5/22/2022	Website	Collier Cook	FFX-126	See comment #1572	Oppose	22201
1574	5/22/2022	Website	Collier Cook	PWC-035	See comment #1572	Oppose	22201
1575	5/22/2022	Website	Collier Cook	PWC-036	See comment #1572	Oppose	22201
1576	5/22/2022	Website	Collier Cook	PWC-029	See comment #1572	Oppose	22201
1577	5/22/2022	Website	Collier Cook	FFX-131	See comment #1572	Oppose	22201
1578	5/22/2022	Website	Collier Cook	LDN-024	See comment #1572	Oppose	22201
1579	5/22/2022	Website	Collier Cook	PWC-037	See comment #1572	Oppose	22201
1580	5/22/2022	Email	John Garrison	PWC-030	I reside at Belmont Bay and strongly oppose the proposed flyover for Belmont Bay as it is not needed	Oppose	
1581	5/22/2022	Email	Catherine Sardo	PWC-030	I am opposed to the "flyover" and think that it would significantly alter the established Belmont Bay neighborhood and be an eyesore. The flyover will have to have a wall built up to elevate the roadway over the railroad tracks and then have the roadway tapered down in elevation to the current level which would result in bisecting two Belmont Bay residential areas and destroying the view and create obstructions for those in the residential areas to be able to get to the VRE station. There is also potential for more traffic coming from traffic that would normally take Dawson Beach Road, coming instead through the neighborhood roadways that go between Dawson Beach Road and Belmont Bay Dr. There are so many other areas along route 1 that have bottlenecks that the ongoing widening will likely not solve and trying to increase traffic flow in this area will not help the other areas like the narrowing from 4 lanes to two lanes each way when crossing into Fairfax County when going north and the many stop lights and intersections when going south of Belmont Bay. I ask that other alternatives to the "flyover" be explored and, if any new bridges into Belmont Bay be considered, that, instead of the flyover location currently considered, that, instead enhance the area at the Dawson Beach Road/Route 1 intersection.	Oppose	
1582	5/22/2022	Website	Marian Jarrett	CFC-008	I support the installation of a HAWK signal at the intersection of Rt 29/M Washington and Jefferson. This ped activated signal will allow safe crossing at this busy pedestrian crossing.	Support	22046
1583	5/22/2022	Email	Joseph Schiarizzi, on behalf of City of Falls Church Environmental Sustainability Council	CFC-008	The Environmental Sustainability Council of the City of Falls Church would like to express support for project: #23 CFC-008 City of Falls Church North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place. We believe it will improve sustainability and reduce emissions for a growing neighborhood by encouraging walking and micro-mobility usage, like bikes and scooters. The project will connect community members and commuters directly to the Metro and the popular W&OD trail in a more safe and direct way, and will lower reliance on the highway and cars. Creating safe walkable neighborhoods across the region is the only way to hit our regional emissions goals, while also reducing traffic and congestion.	Support	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1584	5/22/2022	Email	Joanne Arrington	PWC-030	<p>I am submitting this email as I strongly oppose the NOVA Transportation Authority Project Reference PWC-030-Route 1 at Route 123 Interchange project. You have already recieved several emails in opposition to this project from neighbors and residents of Belmont Bay. I am in total agreement with the reasons that they have previosuley outlined, especially what Roger Cooley submitted to you today at 5:18 pm:</p> <p>While the STARS major goal is on safety and operational improvements for the I-95 and Rt. 123 interchange, there should be a larger, overarching goal which is to: Maximize the safe and efficient flow of vehicular traffic and pedestrians throughout the North Woodbridge Corridor, including commercial vehicles, automobiles, buses, rail, bicycles and pedestrians. VDOT/PWC have already initiated several projects, some currently underway or recently completed, that are intended to reduce or eliminate bottlenecks along Rt. 1 thereby smoothing traffic flow and shortening the transit time between The Occoquan River Bridge and Quantico. It is easy to observe by traveling the entire Rt.1 corridor, that the greatest bottlenecks are between Mt. Pleasant Drive/Mary's Way and Featherstone Drive. These bottlenecks are at the intersections of Rt.1 with:</p> <ol style="list-style-type: none"> 1. Marys Way/Mt. Pleasant Drive 2. PWC Parkway/E. Longview Dr. 3. Belair Rd./Village Drive 4. American Grocery Shopping Ctr./Rosedale Ct. 5. American Grocery Shopping Ctr./Woodside Dr. <p>The intersections of Rt. 1 with Mary Way/Mt. Pleasant Dr. and PWC Parkway/E. Longview Dr. are the worst bottlenecks. It is highly questionable whether the intersection modifications, currently under construction, at the intersection of Rt. 1 and PWC Parkway/E. Longview Dr. will do much of anything to reduce this bottleneck. Only grade separation between the roads at this intersection will fully eliminate this bottleneck.</p> <p>With the aforementioned bottlenecks continuing to exist, the various design alternatives proposed by the STARS Team, if implemented, will only marginally improve the overall traffic flow along the Rt. 1 corridor. A much less costly solution for the Rt. 1/ Rt. 123 Intersection would be to implement a triple left hand turn for north bound traffic on Rt. 1 turning left onto Rt. 123 and a triple left hand turn for traffic on Rt. 123 turning left on to Rt. 1 north. For the intersection of Rt. 1 with Dawson Beach Road/Occoquan Rd., implementing a double left hand turn on Dawson Beach at the railroad bridge for westbound traffic turning left onto Rt.1 south. Also, implementing double lefthand turns for the other 3 connection points at the intersection. Alternatively, consider installing a round-about at the intersection. These modest changes plus smart signal timing should minimize any significant delays at this intersection. Rather than spending billions of dollars to implement the STARS Team proposals, the modest and much</p>	Oppose	22191
1585	5/22/2022	Email	Elizabeth Rinaldo	PWC-030	<p>Please consider the following comments regarding the PWC-030-Route 1 at Route 123 Interchange plan.</p> <p>I am adamantly opposed to this plan because it will have unwarranted and far-reaching impacts on not only the residents living near the proposed intersection, but also upon traffic and pedestrian safety and the environment. The proposed plan appears to be an unjustifiable waste of billions of dollars to solve traffic problems that are caused by traffic issues in other areas of the Route 1 Corridor through Prince William County that could be alleviated by more efficient planning.</p> <p>Specific to the Route 1 at Route 123 Interchange plan, the residents of Belmont Bay have proposed several different alternatives to the four STARS alternatives. Please take a serious look at these alternatives and scrap the present plan to build a gigantic concrete flyover that would encroach upon a beautiful, serene neighborhood. There are other lower-cost, less invasive means to create a safe and efficient flow of traffic and pedestrians throughout the North Woodbridge area.</p> <p>I believe that new traffic studies should be performed—traffic studies that take into account major rezoning efforts that are underway in the North Woodbridge area. The STARS plan appears to be reliant on outdated information, and apparently does not take into account the negative impact of a flyover cutting through a well-established community on the south side of Route 1.</p> <p>Thank you for allowing me to provide comments. Please feel free to contact me with any questions.</p>	Oppose	

No.	Date	Channel	Name	Project ID	Comment	Support	Zip code
1586	5/22/2022	Website	Ana Young	FFX-131	<p>My name is Ana Young. I am a Northern Virginia native, the only member of my family to be born here, grow up here, go to college here, and remain here after graduation.</p> <p>I am writing to you with concern to projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, and MAN-002. These projects are an unnecessary burden to commuters and taxpayers that will be rendered useless within a decade by the well-documented phenomenon of induced demand. More importantly, this supply-fueled increase in demand for driving is a massive detriment to the environment that the citizens of Northern Virginia live and breathe daily.</p> <p>Air pollution is obviously the number one harmful impact from more driving, but it begins even before that with the particulates caused by the heavy machinery and earthmoving of construction. Construction will also cause erosion of our land and sedimentation of our water. Once completed, these miles and miles of extra roadway will mean acres of impermeable surfaces for water to run off of while collecting toxic substances and causing greater flooding hazards as the earth cannot absorb stormwater at its slow filtration rate. These are not far-off conservation concerns of an endangered wilderness – these are hazards affecting Virginians every day who deserve a clean and healthy environment to go about their business.</p> <p>The most pressing concern exacerbated by this plan, however, is climate change. Northern Virginia has pledged to address climate change by cutting carbon emissions to 50% of 2005 levels by 2030 – only eight years away. There is absolutely no way to achieve even this modest goal by fostering more driving and more car-centric development. In a time when carbon emissions need to be decreasing exponentially as fast as possible, every effort needs to be made to create a smoother path to low-carbon alternatives such as public transport and walkable communities. There is no excuse to fail to act.</p> <p>I am 23 years old and have been in the climate fight since i was eight. That’s fifteen years of watching people in power repeatedly, concertedly and intentionally fail me and my generation, and generations after us. We don’t want to drive more; we just want to get where we’re going. We want accessible, thriving communities and a livable future. Public transit and high-density, mixed-use development would do infinitely more to foster both than more highway lanes ever could. I implore you to reconsider projects FFX-131, FFX-121, FFX-119, FFX-126, FFX-125, LDN-025, LDN-024, PWC-027, PWC-029, PWC-028, PWC-036, PWC-037, PWC-035, and MAN-002 and promote the use of those funds for alternative modes of transportation, be it bike lanes and bike-sharing or lightrail and bus rapid transit.</p> <p>Thank you for your time and attention. I have faith in you.</p>	Oppose	22181
1587	5/22/2022	Website	Ana Young	FFX-121	See comment #1586	Oppose	22181
1588	5/22/2022	Website	Ana Young	FFX-119	See comment #1586	Oppose	22181
1589	5/22/2022	Website	Ana Young	FFX-126	See comment #1586	Oppose	22181
1590	5/22/2022	Website	Ana Young	FFX-125	See comment #1586	Oppose	22181
1591	5/22/2022	Website	Ana Young	LDN-025	See comment #1586	Oppose	22181
1592	5/22/2022	Website	Ana Young	LDN-024	See comment #1586	Oppose	22181
1593	5/22/2022	Website	Ana Young	PWC-027	See comment #1586	Oppose	22181
1594	5/22/2022	Website	Ana Young	PWC-029	See comment #1586	Oppose	22181
1595	5/22/2022	Website	Ana Young	PWC-028	See comment #1586	Oppose	22181
1596	5/22/2022	Website	Ana Young	PWC-036	See comment #1586	Oppose	22181
1597	5/22/2022	Website	Ana Young	PWC-037	See comment #1586	Oppose	22181
1598	5/22/2022	Website	Ana Young	PWC-035	See comment #1586	Oppose	22181
1599	5/22/2022	Website	Ana Young	MAN-002	See comment #1586	Oppose	22181

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1600	5/22/2022	Email	Katherine Quion	FFX-128	See comment #550	Support	22102
1601	5/22/2022	Email	Katherine Quion	FFX-124	See comment #550	Support	22102
1602	5/22/2022	Email	Katherine Quion	CFC-008	See comment #550	Support	22102
1603	5/22/2022	Email	Katherine Quion	ARL-021	See comment #550	Support	22102
1604	5/22/2022	Email	Katherine Quion	ALX-018	See comment #550	Support	22102
1605	5/22/2022	Email	Katherine Quion	ALX-020	See comment #550	Support	22102
1606	5/22/2022	Email	Katherine Quion	HND-005	See comment #550	Support	22102
1607	5/22/2022	Email	Katherine Quion	FFX-121	See comment #550	Support	22102
1608	5/22/2022	Email	Katherine Quion	FFX-119	See comment #550	Support	22102
1609	5/22/2022	Email	Katherine Quion	FFX-125	See comment #550	Support	22102

Total number of comments: 1609 Total number of unique commenters: 448