



Northern Virginia Transportation Authority
FY2024-29 Six Year Program: Public Comments Received

6/6/2024

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
1	1	3/28/2024 12:28:10	Emma Rieder	CMP-001 — Route 28-Centreville Road Corridor Improvements	A reversible lane should be considering for the existing turn lane. traffic through manassas/manassas park is some of the worst in NOVA. Making the turn lane a reversible lane would add a third lane of traffic flow during peak rush hour. this exists in silver spring, MD and helps tremendously with traffic flow. it seems to be a fairly easy implementation that would make a quick impact.
2	2	3/28/2024 12:37:41	Chris Rieder	CMP-001 — Route 28-Centreville Road Corridor Improvements	Rt28 Improvement is way overdue. I have been here for 10 years; it was overdue at the start. I know there has been a lengthy effort to add a third travel lane north of Manassas Park, but I am afraid this is just going to move the bottleneck down. Even if there were some sort of bypass added at Compton Rd for rt28 S travelers, the majority of Bristow and Nokesville traffic already takes rt66 to rt234. The only way to improve rt28 through Manassas Park is with additional lanes. Taking into account all the recent business additions alongside rt28, the mention of raised median and traffic control, this is probably not the direction this study has been going. I implore you to further look into options that allow for extra lanes of travel. Since space is probably the number one issue with adding addition lanes, evaluate changing the central turn lane into a reversible lane of travel during peak travel hours.
3	3	3/28/2024 15:16:57	Claudia Pors	CFX-019 — Old Lee Highway Multimodal Improvements	I look forward to the pedestrian, bike and transit improvements on this corridor. With the number of schools, churches, and recreational facilities there, there should be safer car-free connectivity, which would also be safer for people with disabilities getting around. Right now for anyone, walking there is kind of scary, particularly in crossing Blenheim where there are no sidewalks, and with crosswalks so far apart.
4		3/28/2024 15:20:52	Claudia Pors	FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	I strongly support work to make the Braddock Road corridor safer for pedestrians/cyclists and transit passengers. When I grew up here, it was not safe to cross Braddock Road to get to the grocery store or connect with the CCT, and the few times I had to take the bus because my car was in the shop, the bus stops were so uncomfortable and dangerous to use as a teenage girl. My hope is that the active transportation and transit improvements would also be very visible to people driving and not totally shrouded by the greenery, so people who are used to driving there can see what other options exist, and for crews to maintain them during the winter so folks can keep walking/bike through here. But also I understand that tree covered trails are really great for shade in the summer.
5		3/28/2024 15:41:14	Claudia Pors	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	In general, I'm not in favor of road widening, especially when it's already a main thoroughfare. I do agree that bus and pedestrian connectivity need to improve here, especially with so much residential and commercial on Rt 7 in this corridor that people could walk and bike to, and the WO&D trail so close. I understand the desire for BRT though, and would like to see transit accessibility improve in a significant way. Right now it seems very dangerous for folks to cross Rt 7 to catch an arriving bus.
6	4	3/28/2024 22:58:21	Daniel Grey	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, VRE-017 — VRE Backlick Road Station Improvements	Fund the CC2DCA program extensively, and get this moving fast. The Shirlington bus station is not worth the money proposed. Arlington's funds should be more focused on DCA bus and other public transportation infrastructure. Connect terminal 1 with more frequent buses. Fully fund the VRE project. VRE is set for a huge increase in capacity and use with the Long Bridge project. This is an excellent time to invest in any VRE infrastructure to be completed as that project finishes in 2030.
7	5	3/29/2024 8:42:58	John Paul Macias	Other	I would like to learn more about VRE service expansion and facility improvements.
8	6	3/29/2024 9:18:57	Tobin Sorensen	CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements	I strongly support the Blenheim Boulevard project. I live in the adjacent Country Club Hills neighborhood.
9	7	3/29/2024 11:33:54	Lola Kuntz	CFX-019 — Blenheim Boulevard Multimodal Improvements	Widening of the road is unnecessary. I drive this road every day during school rush hour (morning and afternoon) and the traffic is fine. Outside of school hours the road is always clear and during school rush hours traffic is minor. I drive this route throughout the day as I have children who go to one of the schools on Blenheim Blvd. I am constantly volunteering or subbing at my children's school and drive this route anytime from 7am - 3:45pm. I have experienced the road throughout the day on varies hours consistently Monday through Friday and there is no need to widen a road here. The funds should be allocated to a different area that truly needs the improvement. Thank you for taking the time to read my comments.
10	8	3/29/2024 12:56:01	Chinh Nim	CMP-001 — Route 28-Centreville Road Corridor Improvements	Would like to see some changes on route 28 and see if we can either expanse or reduce the amount of traffic lights. It's a nightmare during traffic hours.
11	9	3/29/2024 13:58:36	Miles Carlson	Other	I live in Four Seasons at Historic Virginia, Dumfries. Glad to see that the over-priced, under-designed, unnecessary legacy project to extend Van Buren Road is not in the program. Too bad that \$8 M will be wasted on design for a low-benefit project.

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12	10	3/29/2024 15:28:13	Mostafa ElNahass	<p>ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements</p>	<p>***ARL-023 — CC2DCA Multimodal Connection:** I approve this project. ***ARL-022 — Shirlington Bus Station Expansion:** Good project but need to think of an LRT or rapid transit for the area in the future. ***FFX-134 — Frontier Drive Extension and Intersection Improvements:** Add a protected bicycle lane and wide sidewalks instead of the shared path, lights, trees. ***FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66):** No road widening, retrofit the BRT on the existing road and implement a road diet, Protected bicycle lane, more lights and trees. ***FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive):** Traffic signals instead of the HAWK, protected bicycle lanes, lights, road diet and transit lanes. ***FFX-138 — Seven Corners Ring Road Improvements:** No ring road, Route 50 road diet and put it at grade, with transit lanes, protected bicycle lanes. Remove service road, New transit lanes to connect directly to Seven corners transit center, Route 7 road diet with protected bicycle lanes and transit lanes, Wilson Blvd road diet with protected bicycle lanes and transit lanes, connect all roads with a roundabout. ***LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road:** No road widening. Instead implement a road diet with bicycle lanes and transit lanes with wide sidewalks, lights and trees, crossings and traffic lights. ***LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard:** No road widening. Instead implement a road diet with bicycle lanes and transit lanes with wide sidewalks, lights and trees, crossings and traffic lights. ***LDN-034 — Route 15 at Braddock Road Roundabout:** Route 15 and Braddock Road diets, protected bicycle lanes, lights, sidewalks and transit lanes. ***PWC-040 — Route 234 and Sudley Manor Drive Interchange:** No grade separation, road diets for sudley manor and Route 234, protected bicycle lanes, lights, sidewalks and transit lanes. ***PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95:** Protected bicycle lanes and wide sidewalk instead of shared used path ***PWC-043 — The Landing at Prince William Transit Center:** Construct the transit center with no parking lots instead construct tod and increase local bus lines and frequencies, add bike and pedestrian access and lights ***PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements:** Fully support the proposal but TOD instead of parking lot ***ALX-029 — Safety Improvements at High-Crash Intersections:** Road diets for all roads involved, lower speed limit ***ALX-032 — South Van Dorn Street Bridge Enhancements:** Great Improvements but add protected bicycle lane, transit lane and road diet ***ALX-033 — Alexandria Metroway Enhancements:** Add an LRT instead of the BRT ***ALX-037 — Smart & Connected Vehicle Infrastructure:** Do not implement this as it does not take into account the pedestrians, cyclists and other mode users ***CFX-018 — Northfax Network Improvements – Northfax East-West Road:** add a protected bicycle lane, chain bridge rd road diet, lights and trees ***CFX-019 — Blenheim Boulevard Multimodal Improvements:** implement a road diet on Blenheim Boulevard and add transit lanes, protected bicycle lanes and wider sidewalks, lights and trees ***CFC-011 — City of Falls Church Signal Prioritization Project:** Approve this proposal ***MAN-003 — Roundabout at Route 28 and Sudley Rd:** Route 28 and sudley rd Road diets, protected bicycle lanes on both roads, lights, wide sidewalks, transit lanes and trees ***CMP-001 — Route 28-Centreville Road Corridor Improvements:** Route 28 Centerville rd should be at grade with all roads, road diet and put it at grade, with transit lanes, protected bicycle lanes. Remove service road, New transit lanes, wide sidewalk, lights and trees ***VRE-017 — VRE Backlick Road Station Improvements:** Bidirectional platforms that accommodate all the VRE trains</p>
13	11	3/29/2024 15:50:26	Brian Shi	<p>ARL-023 — CC2DCA Multimodal Connection, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, VRE-017 — VRE Backlick Road Station Improvements</p>	<p>ARL-023: Make sure that the bus lines are connected and any intermodal connections for key transfers from bus to bus/metro to metro/bus to metro/etc are figured out</p> <p>LDN-029: Do not widen the road. Instead, focus on expanding bus lines and more access to Loudoun Gateway and Ashburn</p> <p>VRE-017: Backlick Rd should include more facilities to engage VRE riders such as an information booth</p>
14	12	3/30/2024 12:12:49	Brian Pace	<p>MAN-003 — Roundabout at Route 28 and Sudley Rd, Other</p>	<p>If the City of Manassas is truly serious about creating walkable communities, especially with the savvy purchases of the Olde Towne Inn, Manassas Shopping Center and Marsteller spaces, it needs to incorporate into its plans some reasonable way to get across Route 28 and Sudley Road in those areas that are not simply “white paint on pavement and good luck to you.” This needs to be part of the long range plan.</p>

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15	13	3/30/2024 16:42:32	Eric Malpeli	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion	CC2DCA will improve access between the dense National Landing area and National Airport. It will do so by providing a way for residents to walk to the airport. This will decrease carbon emissions and other pollution because most people using the bridge would otherwise drive or take a taxi to the airport. It will also further fuel economic development in the National Landing area. The Shirlington Bus Station Expansion will add much needed public transportation capacity to a dense area not served by Metro rail. A quality bus station is key to encouraging folks to take buses instead of driving.
16	14	4/1/2024 11:55:36	Pamela Pollard	MAN-003 — Roundabout at Route 28 and Sudley Rd	I think having a roundabout at the corner of sudley and 28 is a great idea. Not only will it create less traffic jams. It's esthetically has a pleasing "welcome to downtown" feel.
17	15	4/1/2024 11:59:35	Mary Billingslea	MAN-003 — Roundabout at Route 28 and Sudley Rd	I live in Haymarket but work in Manassas. The roundabout is a horrible idea. A roundabout was recently installed in Rt 55 in Haymarket with only 1 lane of traffic all the way around and shopping centers on 2 sides that generate much less traffic than the ones on Sudley Rd. On 55, no one understands to yield to the cars in the roundabout (if one is coming toward you) before entering—they just fly into the roundabout at full speed without slowing down, causing those already in the roundabout to brake to avoid being T-boned. And that's just with 1 lane of traffic—2 would be a nightmare. It also would be difficult for emergency vehicles (especially larger fire trucks such as Tower 501) to navigate, so they'd have to find an alternate route which would increase response time. This intersection is too large and too busy for a roundabout—please reconsider!!
18	16	4/1/2024 14:45:51	Michael Shindledecker	LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road	Widening 606 will not prove to be a beneficial improvement to our road network. It is capacity constrained on the eastern terminus and will further degrade the already growing multimodal barriers in this area. Adding shared use paths without widening will yield more benefits without as much cost to the region. Plus, any huge developments that accelerate traffic growth here should directly fund network improvements; not the regional public funding programs.
19	17	4/1/2024 15:19:21	Jeanette Perrington	MAN-003 — Roundabout at Route 28 and Sudley Rd	A roundabout for two streets is ridiculous and a waste of money.
20	18	4/1/2024 20:58:16	Carl Aslaksen	PWC-040 — Route 234 and Sudley Manor Drive Interchange	It was my understanding when this project was first announced along with the interchanges at Balls Ford and Brentsville Road about 5-6 years ago that they had been approved and funded but now I learn that the interchange at 234 and Wellington Road was not funded at that time. I find that incomprehensible. The intersection at VA234/Sudley Manor Drive/Wellington Road is without a doubt the worst on 234 and it frequently takes multiple cycling's of the traffic lights to get through on 234. It should have been the first one constructed. Were it not for several of my Doctor's offices being at that end of town I would avoid the area completely.
21	19	4/2/2024 10:26:58	Lisa Sievel-Otten	MAN-003 — Roundabout at Route 28 and Sudley Rd	This is a major intersection that has one of the highest accident rates, is dangerous for pedestrians, and causes delays with long traffic lights. A roundabout would be safer and move traffic more quickly, as I have experienced in many other localities. This is a much-needed project.
22	20	4/2/2024 12:54:53	Kevin Connors	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, CFC-011 — City of Falls Church Signal Prioritization Project	Any/all Seven Corner road projects: unclear what Ring Road refers to
23	21	4/2/2024 13:48:46	Edward Prados	ARL-023 — CC2DCA Multimodal Connection	I strongly support this project, but wish it could be expedited as it appears that it will not be completed until sometime after FY29 (i.e., seven years or more from now). The need exists currently for such a connector.
24	22	4/2/2024 19:14:55	Va Deltachi	LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, CFC-011 — City of Falls Church Signal Prioritization Project, CMP-001 — Route 28-Centreville Road Corridor Improvements	More roads; wider roads; NO MORE ROAD DIETS and painted bike lanes. FAR LESS METRORAIL!!!
25	23	4/2/2024 23:13:01	Anaya Farah	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), VRE-017 — VRE Backlick Road Station Improvements	Great suggested improvements. We need more bike lanes
26	24	4/3/2024 8:14:24	Martin Machowsky	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements	FFX 135 and 138 are critical projects as new and planned development threatens traffic flow on Route 7 through Baileys Crossroads and Seven Corners.
27	25	4/3/2024 10:12:22	Brad Moss	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, CFC-011 — City of Falls Church Signal Prioritization Project	I consider all 3 of these to be crucial improvements and hope they are given priority funding.
28	26	4/3/2024 14:29:04	Markus Koeniger	ARL-023 — CC2DCA Multimodal Connection, FFX-134 — Frontier Drive Extension and Intersection Improvements, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, VRE-017 — VRE Backlick Road Station Improvements	Integration of linkages between different types of transit should be prioritized. Particularly the sustained buildout of rail access as NOVA should strive to lead in this area.
29	27	4/3/2024 15:01:50	Kevin C. Turner	Other	I would like to request that an improvement be made at the Intersection of Kenmore Ave and North Van Dorn street because the current Intersection is Dangerous!

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30	28	4/3/2024 18:39:44	Teja Vayuvegula	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	I like the focus on multi-modal transit, especially in Fairfax, Arlington, and Alexandria. These places are already relatively high density with good public transit and multi-modal options. Of course, there is much to be improved as we lag decades behind the European standard, but I believe that other areas should get the same treatment. In Loudoun, every project is investing more into car infrastructure, like widening roads, which will only induce more demand and make public and multi-modal transit even more of a pipe dream in those areas. This will barely increase throughput, is unlikely to reduce congestion long term, increase VMT, and increase tailpipe emissions and pm2.5 from brake and tire dust. In this critical decade, where every ton of carbon emission reduction will have have a massive impact on our future, increasing investment in problem technologies should be avoided.
31	29	4/3/2024 23:20:56	Anil Kurian	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	Please make this route 7 project a priority. Getting BRT would greatly help traffic that will only get more congested without it. I think it helps businesses, schools by improving flow. I appreciate your consideration
32	30	4/4/2024 11:45:43	Joseph McKinney	FFX-138 — Seven Corners Ring Road Improvements	Seven Corners (and Bailey's Crossroads) desperately need congestion relief and the associated planning and economic focus that I hope comes with it. While Tysons and Merrifield get shiny new roads, we sit in traffic on old asphalt, while trying to navigate an inherently confusing and chaotic intersection that is more dangerous and apt for accidents every day as the all the traffic on on every east west thoroughfare, save for I-66 crosses through our streets.
33	31	4/4/2024 16:12:24	Jared Lem	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements	Please provide bus service along US 15 and Great Falls National Park. Also, please provide weekend service to excuse my language, but Manassas. I would also recommend transforming the Old Sears at 7 Corners into Seven Corners Elementary School and put a cut through at the Old Sears Auto Center

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34	32	4/4/2024 16:37:42	Dane Lauritzen	<p>ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening — Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening — Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements — Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements</p>	<p>In generally, I support those projects that most clearly and effectively respond to car dependency and induced demand. These projects include expansion of bus transit stations and routes, enhanced mobility for bicyclists and pedestrians, and improvements for users that provide for increased safety via such innovations as roundabouts and multi-modal improvements. However, the most expensive projects appear to be road widening projects that will, in my opinion, likely simply lead to more induced demand in those locations. Here I'll specifically note the numerous road widening projects by Loudoun and Fairfax that provide only tertiary benefits (if at all) to transit, bicycle, and pedestrian users. I'd urge the NVTA to deny funding for such projects as too expensive and out-of-line with climate goals and data on induced demand and vehicle lanes.</p> <p>ARL-022: I support funding for the Shirlington Bus Station expansion. This is a vital artery for public transit users that is important to offering people alternative travel methods for people in this area. It will, hopefully, eventually connect a reliable BRT from the West End in Alexandria through to Tysons Corner and Falls Church. It is well worth the requested NVTA funds for the project.</p> <p>ARL-023: I support the creation of a bridge path between the VRE Crystal City Station and the Airport. Access between Crystal City and the Airport / Mount Vernon Trail is currently inadequate and in desperate need of improvement. As a personal user who has traveled in this location, I have personally found it incredibly frustrating that access between these two locations is so difficult to navigate and so unpleasant for users who are not in a vehicle. Given the traffic congestion at this airport, we desperately need to encourage users to utilize alternative means of travel that is safe, efficient, and pleasant.</p> <p>FFX-134: This is an expensive and inappropriate project. While I support the provision of separated bicycle and pedestrian facilities, the rest of the project is a \$164 million boondoggle that doubles-down on roadway expansion when access via I-95 and Francia-Springfield Parkway both already exist for users in cars. Unless this expansion provides only for bus-only lanes (rather than for mixed traffic), then it isn't worth the funding to expand the Frontier Drive from its current location. Absent such a commitment by Fairfax, I would urge the NVTA to reject this funding request (or strictly limit it to ensure dedicated bus, bicycle, and pedestrian use).</p> <p>FFX-135: While this is billed as a multimodal improvement, I noted that the road widening is for a "future Bus Rapid Transit (BRT)." However, I did not see that these lanes would actually be limited to the BRT or otherwise be dedicated to bus users. Instead, it appears that the project contemplates (again) widening a road while also forcing the contemplated BRT into general mixed traffic. Route 7 is already quite wide, and it is not clear to me that Fairfax will actually follow through on its commitment to transition these lanes to a dedicated bus-only lanes at a later use. I'd urge, instead, that this multimodal improvement be explicitly for bus-only lanes. However, I don't think even with a multimodal dedicated bus lane that we should be spending so much to add yet more lanes to an already very wide corridor. Accordingly, I would ask the NVTA to again deny funding for this sort of road-widening project until a clearer commitment and support for bus and other multimodal users is shown in the project.</p> <p>FFX-136: I support the Braddock Road multimodal improvements. The addition of pedestrian and bicycle trail connections, intersection safety and access improvements, and bicycle facilities is worth the support and funding from the NVTA. Unlike the previous Fairfax projects, this appears to be truly a project that makes NOVA less car-dependent and more sustainable.</p> <p>FFX-138: I cannot support the addition of a "Ring Road" at Route 50 and Leesburg Pike. While I acknowledge the interchange is confusing and has extremely limited pedestrian and no bicycle facilities, adding more lanes will likely not, given the corresponding induced demand, help move traffic through the interchange on a longterm basis. Instead, the City should be reconsidering how the traffic at this interchange interacts, and attempt to provide a clearer support to bus and other forms of transit. Adding additional roads and lanes work against the other goals of reducing car dependency, supporting transit, and providing access to bikes and pedestrians. I would urge the NVTA to have Fairfax revisit its design approach before giving \$130 million for this sort of project.</p> <p>LDN-029: I oppose the Old Ox Road widening project. This project widens an already large 4-lane divided roadway into six lanes. It provides little to no support for multimodal use, transit use, or bicycle use. Further, it fails to acknowledge the lessons that we have learned from induced demand and simply supports NOVA "add capacity for regional traffic" at Old Ox Road. If we are serious about addressing car dependency, climate change, and traffic, then I would urge NVTA to not give moneys for this sort of expensive project. We can, and do, have better ways that we can address road use and congestion without millions more relearning that induced demand is a thing.</p> <p>LDN-033: I oppose NVTA providing funding for the Sycolin Road Widening. The shared use path is worthwhile, but again I do not think that the area should be doubling-down on car dependency. I would urge NVTA to fund other projects that more effectively address congestion, acknowledge induced demand, and support alternative multimodal travel methods throughout the region. NVTA should not support a \$30 million project that will ultimately fill with yet more traffic via induced demand.</p> <p>LDN-034: I do support the hybrid lane roundabout. Roundabouts provide significant safety improvements over signalized intersections. This is an effective and worthwhile approach for Loudoun to address an existing crash spot in light of expected future growth in this location.</p> <p>PWC-040: This is a messy intersection, but the primary project description clearly prioritizes car travel throughput over multimodal or other uses. In many ways, I think it would be tidier to consider a road diet of one or more of these streets to address the signalization issue, reduce congestion, and support multimodal and climate-conscious usage at this location. While it's not so problematic as some other road widening projects, I don't know that I can support usage of</p>

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35	33	4/4/2024 16:42:58	Marc Johnson	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	<p>NVTA funds given that there are many worthwhile projects that would more clearly provide bus, train, and pedestrian support without costing nearly \$115 million.</p> <p>PWC-041: I support the construction of a shared-use bike path here. This is a cost-effective and significant step in allowing bicycle and pedestrian travelers to cross significant street barriers to reach their destination. Further, at \$12 million it is only 1/10 the cost of many of the road widening projects with significantly greater benefits for users that must frequently navigate significant gaps in the current infrastructure.</p> <p>PWC-042: I oppose this project as expensive and unhelpful in addressing car dependency or supporting multimodal transit users. Support for bus and train users, who could also benefit from such dynamic messaging symptoms, would provide far greater support and foresight for travelers who find the lack of information regarding the current bus schedule or expected arrival time a disincentive to taking the bus or train. While not as wasteful as the road widening projects elsewhere, I do believe the region can better allocate its funding than to these sorts of car-oriented dynamic messaging systems.</p> <p>PWC-043: Although I worry somewhat about the emphasis on parking associated with this project, I support the expansion of this transit center. With persistent support, this project can foster greater transit-oriented development and linkages at a location that frequently has poor or nonexistent transit facilities. Even considering a slightly expensive project cost of \$25 million, support can provide the framework for more transit support to reduce car dependency and increase availability of other transportation to users.</p> <p>PWC-044: I support this project as a potential way to expand and support transit users in Prince William County. This project also clearly constructs missing segments of pedestrian and bicycle facilities, increasing available access to the transit hub and supporting pedestrians and other users (even when they may not take the bus at this location). This is a worthwhile project that I believe NVTA should support.</p> <p>ALX-029: I support these projects. These are dangerous intersections that are identified in the City's high crash network. If implemented well, these projects could provide greater pedestrian and bicycle support to users crossing King Street or Seminary Road. I'd prefer if the City provided greater details regarding the specific intersection modifications, but given the City is requesting only \$3 million at this point I think it worthwhile for NVTA to support the improvement at these intersections.</p> <p>ALX-032: I support this project as a way to accommodate a multimodal transportation connection. This project will help address the issue of buses being stuck in traffic, while also providing greater access to bicyclists and pedestrians looking to access the West End transit center. Dedicated bus lanes are the best way to address issues of bus reliability and speed that can stymie or hinder use of those facilities.</p> <p>ALX-033: I support these Metroway improvements at Potomac Yard. The extension of the dedicated bus lanes provide a needed component of a longer-term plan for the City that will hopefully (eventually) extend the service past Old Town and</p> <p>ALX-037: I'm not sure that autonomous vehicles will really be present in the near-term. This technology may be useful in formulating intersection improvements at these locations. Given the reliance of this technology on autonomous vehicles, I'm not sure that the system will be as effective as suggested. However, I am for obtaining more information regarding traffic signalization and streetscape design if it leads to longer-term support and improvement of user experience and safety.</p> <p>CFX-018: If this is built as an "active-street" with significant support for share use, pedestrians, and transit, then I will tentatively support this project. I don't believe that the on-street parking should be emphasized, but this will improve local connections for bicycle and pedestrian users that presently have to go decently far out of their way to travel east-west in this location. I also approve of the pedestrian-only crossing to facility crossing of Chain Bridge Road.</p> <p>CFX-019: Extension of multimodal facilities at this point is worth support from NVTA. Separated bike and pedestrian facilities, and ADA compliant bus stops reduce barriers to multimodal transportation use, and provide a better user experience to the bike and pedestrian users at this location. However, I would urge the City of Fairfax to consider whether the need for additional turn lanes accomplishes its goals or supports pedestrian safety at this location.</p> <p>CFC-011: I support TSP at these intersections. While TSP has very real limitations, and I'd usually argue that the roadway should eventually be considered for a dedicated lane, this is a relatively cheap and effective way to support congestion.</p> <p>MAN-033: I support construction of a two-lane roundabout. As noted in an earlier comment, roundabouts are much safer for users than signalized intersections, reduce speeds, and reduce conflict points. Pedestrian crossings can be accommodated, and via roundabout can reduce the lanes and direction of vehicles in ways that make pedestrian and bicycle crossings easier to accomplish. They can be difficult for hearing and mobility impaired, since signalization for pedestrians must be added, but this can usually be accommodated.</p> <p>CMP-001: I am tentatively against this project, though I could not access the specific project details. However, it appears given the relative cost that this project is likely aimed purely at attempting to move cars, with only passing and minimal consideration of other users or of transit.</p> <p>VRE-017: I support this platform extension. VRE is a useful connection that could be used to relieve significant amounts of congestion on I-95 and Route 66. It is worthwhile to provide greater passenger loads and improve the passenger experience along this route, to include the Backlick Road station. Addressing even minor inconveniences that might stymie adoption of the VRE as a method of travel should be a priority for NVTA; indeed I would say the VRE is one of the most under-utilized transitways that should be more heavily invested in to support intercity travel from Virginia municipalities to DC (or vice versa).</p>

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36	34	4/4/2024 20:45:53	Mark Williams	ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	Strongly OPPOSE all Alexandria projects.
37	35	4/5/2024 13:30:51	Chris Slatt	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to hand full-length VRE trains.</p>
38	36	4/5/2024 14:01:53	Kathryn sal	ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	ALX37-this is a waste of funding; ALX33-dedicated bus lanes in ALX have proven to be underutilized (RT1)—please require the city to provide actual ridership on each current route before spending this kind of tax money ALX 37—another waste of money. The funding should be given to our police and allow the police to enforce rules of the road ALX 32—once again, the buses are not carrying many riders and a dedicated lane is wasteful. The real focus in this area should be moving the vehicular traffic in/out the City
39	37	4/5/2024 14:35:41	Mary Ann Je	MAN-003 — Roundabout at Route 28 and Sudley Rd	This roundabout is not needed at this intersection. I go through this intersection several times a day and the traffic flow fine. The citizens of Manassas are all opposed to putting this roundabout at this location and have voiced this to the City Council of Manassas and they are not listening to the citizens. This is not going to work. There are many tractor trailers that come through this intersection and will need a wide radius to navigate this roundabout and businesses may lose their parking lots. Please do not give the city the money to spend on this totally unnecessary and costly project that will not work
40	38	4/5/2024 16:06:30	Grayson Timoner	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to hand full-length VRE trains.</p>
41	39	4/5/2024 17:02:28	Debbie Visger	MAN-003 — Roundabout at Route 28 and Sudley Rd, Other	I don't think a roundabout is the answer for this intersection. What is needed is to adjust the timing of the lights and less confusing signal lights. From the lights it would appear to be two lanes on 234 heading to food lion when there is only one. Also I would like to see the metro orange line extended east at least to Centreville if not manassas or Gainesville. An expensive toll lane(s) does nothing to ease the amount of traffic and is too expensive for many people to use. The goal should be for fewer cars, less congestion and pollution, less time needed. It would also be helpful if the VRE ran more frequently and on weekends.
42	40	4/5/2024 22:01:24	Richard Walker	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	I fully support the selected projects. They would improve safety and they would improve access to public transit.
43	41	4/5/2024 23:30:25	Bruce Irvine	Other	There needs to be mass transit on the Fairfax County Parkway.

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44	42	4/6/2024 9:45:42	Kristen Patterson	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to hand full-length VRE trains.</p>
45	43	4/6/2024 23:45:36	Rae Brady	MAN-003 — Roundabout at Route 28 and Sudley Rd	No, no, no..not at this location
46	44	4/7/2024 22:53:38	Nova Smith	PWC-042 — Route 234 Operational Improvements, CMP-001 — Route 28-Centreville Road Corridor Improvements	Route 28 in manassas
47	45	4/8/2024 19:27:45	Janee Juliano	Other	<p>Please create a bike trail connection between the Gerry Connelley Trail and the Mosaic District. Perhaps via Long Branch Creek?</p> <p>Also, the Gerry Connelley Trail behind Santayana Drive in Mantua has been the location of a homeless encampment near Thaiss Park. November 2023 to December 2023, there was near daily gunfire in there. I reached out to Fairfax County police, Fairfax City police, the Fairfax City Homeless Task Force, and the Mantua Citizens Association. It stopped in January, I'm not sure if due to police action or the weather. But I do not want to walk to my car mere feet from gunfire again. We have had enough in Mantua. Please install devices on the trail near Thaiss Park, just over the county line, to discourage homeless persons from walking the trail (and shooting) at night. Whatever would deter people hanging around at night, which is often when the gunfire took place. There has got to be literature about park or trail loitering deterrents.</p>
48	46	4/9/2024 9:07:20	Catherine Foster	CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements	I am in favor of any infrastructure projects that facilitate increased use of bikes, buses, or walking to get places safely in the City of Fairfax. For both projects, especially the Northfax East-West Road, please ensure the "shared-use paths" are truly separate from the street/cars so walkers and cyclists have a wide, safe path to use. The paths should not be simply glorified sidewalks.
49	47	4/9/2024 10:15:59	Christopher Norris	FFX-138 — Seven Corners Ring Road Improvements	I believe this project will produce the biggest benefits to all travelers on Rt 50, Rt 7, and Wilson Blvd/Sleepy Hollow Rd. It can also lead to denser housing near that interchange to be combined with Rt 7 BRT at a later date.
50	48	4/9/2024 10:42:46	James Mosley	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	<p>As experienced, it is noticed that ridership is extremely low and this project for a dedicated bus lane in each direction is an exorbitant amount of resources for the value.</p> <p>There is a current express route between the Mclean Silver line to the West Falls Church Orange line currently. There is not a need to build a redundant connector for such a close station.</p> <p>Widening Route 7 would require removal and relocation of pedestrian sidewalks, removal of green spaces, trees, and service roads. Current challenges with elevation changes would increase the engineering required to replace these previously mentioned spaces appropriately.</p> <p>A better use of funds would be to create widened safer pedestrian/bikeways along the spaces and crossings. There is a high school along this route which can use better pedestrian routes for people walking home and not taking a bus.</p> <p>In summary, it is my position the funding for this project should be re-allocated to provide better options for this corridor instead of dedicated bus lanes.</p>
51	49	4/9/2024 15:27:16	Anna Siddle	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to handle full-length VRE trains.</p>

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52	50	4/9/2024 19:44:46	Kevin L Dillon	CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements	In favor of both planned improvements especially Blenheim improvements.
53	51	4/9/2024 22:42:52	Demetry C Pikrallidas	CMP-001 — Route 28-Centreville Road Corridor Improvements	Prince William County does not have its act together on the Route 28 Bypass. There is an unacceptable stark contrast on 28 when one travels over the Bull Run Bridge between Fairfax and Prince William Counties. If it is at all possible for a state agency to step in and assist Prince William County - it will help the project exponentially.
54	52	4/10/2024 7:05:09	Margaret Smith	PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements	Please consider all options to keep bike/ped users safe. There is only one option to safely cross 95 in PWC. Cardinal Drive. Having bike/ped users needing to cross high speed ramps is not safe. On 234, some sort of separated lane is safest.
55	53	4/10/2024 10:11:06	Justin Fuhrmann	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: I support this project. It will greatly improve non-car access to the airport. CC2DCA will improve DCA's accessibility further to allow pedestrians, cyclists and micromobility users to access the airport. A direct connection to the Mt. Vernon Trail or a connecting trail would also be a great addition to the project.</p> <p>ARL-022: I support this project. The current size and configuration of the Shirlington Bus Station is preventing new bus service from being added to this very walkable, but disconnected from Metrorail, neighborhood.</p> <p>ALX-029: I support this project because I support ensuring that safety is the top priority for all intersections, especially high-crash intersections.</p> <p>ALX-032: I support this project. This project will improve walking and biking access to the Metrorail station.</p> <p>ALX-033: I support this project. Improving MetroWay's dedicated bus lanes will help with service reliability and bus frequency in this corridor.</p> <p>VRE-017: I support this project. The Backlick Road station needs to be able to handle full-length VRE trains and this is only likely to be more important when we build the new rail bridge across the Potomac River, potentially increasing train frequency throughout the day.</p>
56	54	4/10/2024 11:44:42	Adrienne Salyards	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to hand full-length VRE trains.</p>
57	55	4/10/2024 14:47:05	Terri Corcoran	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	I am very OPPOSED to this project. I don't think the traffic on that road is bad enough to warrant the cost and upheaval to widen the road. It would make life miserable for those of us who use the Idylwood-Route 7 intersection. I pay enormous taxes to the county, and I hate that my money is used for projects that cause great inconvenience. I very much hate all the development in Fairfax County. I speak for many people when I say we miss when our neighborhood was simpler, without all the high rises and constant road-widening. I pay much too much in real estate tax to feel I am being buried in all the new "development."
58	56	4/10/2024 16:46:45	Brian Ell	VRE-017 — VRE Backlick Road Station Improvements	For the love of god, please do not give money to the VRE. I ride the train to and from DC daily and can not think of a more inept group of individuals. You might as well take these tax dollars and light them on fire. The first would run more on time, cost less, and have more helpful staff.
59	57	4/10/2024 17:29:02	Spencer Jones	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	ARL-023 is a crucial infrastructure tool building a pedestrian bridge to DCA. I support all of these projects. I only support non-car infrastructure. Transit, safety and frequency are my top concerns.
60	58	4/10/2024 18:04:03	Alan Marsilio	MAN-003 — Roundabout at Route 28 and Sudley Rd	The roundabout must include safe accommodations for bicyclists, who have the same rights to the road under Virginia Code 46.2-800.
61	59	4/10/2024 19:43:38	Joan McIntyre	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	I SUPPORT projects such as ARL 022 and 023, FF 135, ALX 029 and 33 that improve transit infrastructure and bike and pedestrian safety and OPPOSE projects such as LD 029 and 033 that widen roads that have proven to expand suburban sprawl and traffic congestion.

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62	60	4/10/2024 19:50:35	Marshall Bradley	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to hand full-length VRE trains.</p>
63	61	4/12/2024 15:28:41	Stephen Repetski	Other	<p>I would like to voice support for the projects which prioritize transit, pedestrians, and bicyclists, including: ARL-023, ARL-022, FFX-138, PWC-041, PWC-044, ALX-029, ALX-032, ALX-033, CFX-019, VRE-017</p> <p>FFX-135 - While I support BRT, I am opposed to this widening project. BRT must be implemented in the existing right-of-way, prioritizing high-capacity buses over personal vehicles.</p> <p>I do not support, and do not think the following projects should receive funding: LDN-029, LDN-033, PWC-040.</p> <p>NVTA must fund projects that focus more on converting vehicle traffic to better forms of transit, and not allowing the status quo to continue. As we are beginning to see in DC at the Tidal Basin, Norfolk, Ellicott City, and elsewhere around the region, we cannot allow polluting single-occupancy vehicle travel to remain in its current form.</p>
64	62	4/14/2024 7:42:32	Ligy Sebastian	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	<p>While the Route 7 expansion may reduce traffic congestion, slower rush hour traffic congestion is the only measure transportation authorities have provided to reduce traffic noise near my street/home. When the 495 and Route 7 was expanded around 2012, neither VDOT or NVTA provided any noise reduction measures for my neighborhood. My home is already exposed to excessive noise from on these roadways. The harmful noise ranges from routine traffic during the day to motorcycles and cars with booming engines racing through these highways at night. I can foresee racing like driving occurring more if the road is widened.</p> <p>Noise reducing walls are built for residents' long route 7 toward Great Falls, we are left behind to experience the harmful adverse effects of growing traffic noise. Last weekend, I saw that even a cemetery along route 7 has noise reducing walls. I am unable to open my windows or enjoy my yard without being bombarded by the noise of traffic.</p> <p>Before considering widening Route 7, I urge NVTA to provide some protection from the noise pollution for existing residents. I already contacted VDOT about this and I was given a list of excuses that had no practical value or resolve the existing issue. If NVTA is willing to take action, I'm happy to provide details.</p>
65	63	4/16/2024 14:28:26	Paul Snodgrass	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, CFC-011 — City of Falls Church Signal Prioritization Project, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>CFC-011: Support BRT and enhancements to non-car travel.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to handle full-length VRE trains.</p>
66	64	4/18/2024 16:26:19	Peter Schulz	ARL-023 — CC2DCA Multimodal Connection	Please include this in your funding!
67	65	4/18/2024 21:55:06	Mark Scheufler	ARL-023 — CC2DCA Multimodal Connection	Strongly Support - Creates one seat ride to/from DCA for VRE riders
68		4/18/2024 21:57:13	Mark Scheufler	VRE-017 — VRE Backlick Road Station Improvements	Strongly Support - Project reduces dwell times for VRE riders
69		4/18/2024 22:00:36	Mark Scheufler	CMP-001 — Route 28-Centreville Road Corridor Improvements	Strongly Support - Provides vital pedestrian infrastructure to Route 28
70		4/18/2024 22:07:02	Mark Scheufler	FFX-134 — Frontier Drive Extension and Intersection Improvements	Do not support - Low CRRC - Large Federal Government Agency unlikely to relocate to this area

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
71		4/18/2024 22:13:19	Mark Scheufler	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	Do not support - Expanding Roadway Footprint for BRT is not useful. This should be a BRT project that repurposes existing roadway space.
72		4/18/2024 22:15:15	Mark Scheufler	ARL-022 — Shirlington Bus Station Expansion, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd	Support Projects
73		4/18/2024 22:17:34	Mark Scheufler	LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard	Do not support projects - Northern Virginia needs to limit future widening projects
74		4/18/2024 22:20:05	Mark Scheufler	PWC-040 — Route 234 and Sudley Manor Drive Interchange	Support Project - Intersection/Interchange improvements preferred vs widening
75	66	4/19/2024 9:37:32	Judd Isbell	ARL-023 — CC2DCA Multimodal Connection	<p>The Friends of the Mount Vernon Trail are writing to express support for the CC2DCA project. This project will provide a connection to multiple modes of transportation with a safe and pleasant connection to the Mount Vernon Trail. The project will enable pedestrian and bike access to the VRE, Metro, AMTRAK, MARC, bus lines and National Airport that will reduce car travel and associated CO2 emissions.</p> <p>We frequently witness airlines travelers and flight crew dashing across the busy George Washington Memorial Parkway to reach the airport. This direct connection between National Landing and National Airport will greatly improve safety.</p> <p>Thank you for your consideration. We believe funding this project will have a multiplying impact by connecting multiple public transportation modes and amplifying NVTA's previous funding of improved VRE service in Crystal City.</p>
76	67	4/19/2024 13:48:44	Danny Plaughner	ARL-023 — CC2DCA Multimodal Connection	<p>Virginians for High Speed Rail (VHSR) strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting local transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) passenger rail, and the Mt. Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, the embodies NVTA's core values of equity, safety, and sustainability.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit, rail, and other multi-modal transportation modes. With more than 24,000 residents, 36,000 employees, and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to VRE's new Crystal City Station, there will be expanded multimodal connections to the airport via VRE, Amtrak, and MARC service.</p> <p>CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20 million in VRE's planned Crystal City Station. Virginia is also in the process of investing over \$4 billion in improved passenger rail service in the Commonwealth through the Transforming Rail in Virginia program, which will bring expanded VRE service and Amtrak service to the new Crystal City Station. CC2DCA will greatly expand the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p>
77	68	4/20/2024 17:59:15	Nicholas Giacobbe	ARL-023 — CC2DCA Multimodal Connection	CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Aurora Highlands, Crystal City, near the MetroWay BRT system, near the Mt Vernon Trail or a connecting trail. Thanks to its multimodal connection, the trail will serve anyone who lives near a VRE Station, and eventually even anywhere served by Regional Amtrak. This project will be a game-changer and a model for multimodal airport connectivity.
78	69	4/21/2024 8:48:59	Keisha Gilmore	ARL-022 — Shirlington Bus Station Expansion	Adding ART bus 85 to expand to Potomac Yard or close enough would be splendid instead of it stopping at Pentagon City and having a short commute schedule.
79	70	4/21/2024 10:35:00	Jessamine Price	ALX-029 — Safety Improvements at High-Crash Intersections	I strongly support improvements to promote pedestrian safety. No human should ever die just because another human in a car was in a hurry. If we can't stop people from driving giant SUVs that are deadly to walkers, we need to keep these dangerous vehicles away from people. I live on the Arlington/Alexandria border and love walking.
80	71	4/21/2024 13:16:53	Mark Yonchak	Other	any plan or study that addresses aviation infrastructure, air traffic, and airplane noise

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
81	72	4/21/2024 15:31:49	Paul Holland	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, VRE-017 — VRE Backlick Road Station Improvements	<p>ARL-023: SUPPORT! CC2DCA would dramatically improve non-car access to National Airport. CC2DCA would put DCA in easy reach for those who: live in Crystal City, live near the MetroWay BRT system, live near the Mt Vernon Trail or a connecting trail, live near a VRE Station, and eventually even anywhere served by Regional Amtrak.</p> <p>ARL-022: SUPPORT! The current size and configuration of the Shirlington Bus Station is a barrier to adding new bus service.</p> <p>ALX-029: SUPPORT! Safety should be priority one.</p> <p>ALX-032: SUPPORT! This project would dramatically improve walking and biking access to MetroRail.</p> <p>ALX-033: SUPPORT! This project would close a gap in the MetroWay dedicated bus lanes which will be more important as HQ2 and Potomac Yard build out.</p> <p>VRE-017: SUPPORT! Backlick Road is an important station and it needs to be able to hand full-length VRE trains.</p>
82	73	4/22/2024 10:55:45	Michael Fabio	CFX-019 — Blenheim Boulevard Multimodal Improvements	I am in favor of funding for this project. The City of Fairfax has worked on this project for many years and is nearing completion. The additional funding will insure that there will be a safe multimodal connection between Fairfax Circle and the Old Town Fairfax areas.
83		4/22/2024 11:00:13	Michael Fabio	CFX-018 — Northfax Network Improvements – Northfax East-West Road	I hope you will approve funding for this project which seeks to advance the grid system in the eastern half of the Northfax area of Fairfax City. It will also provide a badly needed pedestrian connection linking the west and eastern sections.
84	74	4/22/2024 17:18:07	Arthur Hamerschlag	CFX-018 — Northfax Network Improvements – Northfax East-West Road	This project is badly needed and clearly deserves funding. Rte 123 at I66 is heavily travelled, plagued by many accidents, and is need of improvement. The Rte 123-Rte 50 interchange takes way too much traffic. This project will improve safety and take traffic off the intersection by giving motorists a badly needed (and safer) alternative route.
85		4/22/2024 17:26:38	Arthur Hamerschlag	CFX-019 — Blenheim Boulevard Multimodal Improvements	I live adjacent to Blenheim Blvd, and use it daily. It is a heavily travelled main thoroughfare, vehicles, bikes, and pedestrians. It suffers from poor design, especially from a safety standpoint. Pedestrian crossings are unsafe. A public school, a Catholic School and a large Catholic Church all front on this road, making for heavy traffic morning and evening 5 days a week. This project is badly needed to modernize this road and make it safer for all who use it, especially pedestrians and cyclists. Please fund this project!!!.
86	75	4/23/2024 10:09:44	Jay Corbalis	ARL-023 — CC2DCA Multimodal Connection	<p>JBG SMITH strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting bus rapid transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mt. Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, the embodies NVTA's core values of equity, safety, and sustainability.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. With more than 24,000 residents, 36,000 employees and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to VRE's new Crystal City Station, many more people will now have car-free access to the airport using VRE, Amtrak and MARC service.</p> <p>This expanded access will in turn help reduce transportation-related emissions. Whether users walk directly from their origin in National Landing to the airport or use passenger rail to access the airport via the new VRE station, their emissions will be much lower than the likely alternative of driving directly to the airport.</p> <p>CC2DCA will also improve access for the many thousands of employees who travel to and from DCA every day, especially flight crews, many of whom stay at hotels in National Landing between flights. CC2DCA will provide a convenient alternative to existing hotel shuttles for these crews. It will also provide a new option for the many more employees throughout the region who must commute to the airport for work who can now use regional passenger rail to access DCA.</p> <p>Lastly, and perhaps most importantly, CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20m in VRE's planned Crystal City Station. Virginia is also in the process of investing nearly \$4b in improved passenger rail service in the commonwealth through the Transforming Rail in Virginia initiative, which will bring expanded VRE service and Amtrak service to the new Crystal City Station. CC2DCA will greatly expand the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p>

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87	76	4/23/2024 10:48:31	David Byrd	ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	ALX-029 - Improving safety at intersections is one of my top priorities and I support the work to reduce vehicle speeds and enhance the safety of pedestrians. ALX-032 - I strongly support investments into multi-modal transport. ALX-033- Improving transit performance along route 1 is very welcome. With HQ2 and development in Potomac yard, that will be a high use corridor. ALX-037- This honestly seems like a complete waste of money to build infrastructure that supports a small fraction of road users. Moreover, the project is predicated on the presence of technology that doesn't even exist yet. There are much more impactful things that could be done now to improve the safety of existing users.
88	77	4/23/2024 10:52:32	Mark Treadaway	ARL-023 — CC2DCA Multimodal Connection	<p>DATE:April 23, 2024 TO: Northern Virginia Transportation Authority (NVTA) FROM:Washington Airports Task Force (WATF) SUBJECT:CC2DCA Multimodal Connection (CC2DCA)</p> <p>To whom it may concern at NVTA:</p> <p>The Washington Airports Task Force (WATF) has been devoted to bolstering aviation services in the Commonwealth of Virginia and the National Capital Region since 1982, with the objective of promoting job creation and economic growth. The organization is acknowledged for its non-partisan and data-driven approach, which aims to foster sustainable expansion and growth at Washington Dulles International Airport, support of constrained services at Ronald Reagan Washington National Airport (National Airport) and robust inter-Virginia airport air service.</p> <p>An important priority for the WATF is advocating for all forms of transportation improvements that can expand the airports' regional accessibility from all directions. With respect to National Airport, this would include supporting any initiatives or plans like the CC2DCA Multimodal Connection which improves pedestrian access to and from existing, regional transportation.</p> <p>We support Arlington County's funding application for the CC2DCA Multimodal Connection under NVTA's FY 2024-2029 Six Year Program, in most part, due to benefits of improving pedestrian access from local offices, hotels and for Metro/VRE passengers arriving at Crystal City – National Landing and prefer walking to National Airport. We strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p> <p>Sincerely,</p> <p>Mark Treadaway, Vice President & Chief Operating Officer Washington Airports Task Force (703) 572-8714</p>

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89	78	4/23/2024 13:43:34	Andrew VanHorn	ARL-023 — CC2DCA Multimodal Connection	<p>Dweck Properties strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting bus rapid transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mt. Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, the embodies NVTA's core values of equity, safety, and sustainability.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. With more than 24,000 residents, 36,000 employees and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to VRE's new Crystal City Station, many more people will now have car-free access to the airport using VRE, Amtrak and MARC service.</p> <p>This expanded access will in turn help reduce transportation-related emissions. Whether users walk directly from their origin in National Landing to the airport or use passenger rail to access the airport via the new VRE station, their emissions will be much lower than the likely alternative of driving directly to the airport.</p> <p>CC2DCA will also improve access for the many thousands of employees who travel to and from DCA every day, especially flight crews, many of whom stay at hotels in National Landing between flights. CC2DCA will provide a convenient alternative to existing hotel shuttles for these crews. It will also provide a new option for the many more employees throughout the region who must commute to the airport for work who can now use regional passenger rail to access DCA. Lastly, and perhaps most importantly, CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20m in VRE's planned Crystal City Station. Virginia is also in the process of investing nearly \$4b in improved passenger rail service in the commonwealth through the Transforming Rail in Virginia initiative, which will bring expanded VRE service and Amtrak service to the new Crystal City Station. CC2DCA will greatly expand the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p>
90	79	4/23/2024 23:28:54	David Duffy	FFX-134 — Frontier Drive Extension and Intersection Improvements	<p>This project is a ridiculous overbuild of car lanes to serve an area that does not require this much car capacity. The FBI is not coming to the area and the few buildings that are there do not need a 4 lane highway connection. It is a waste of valuable land near a transit station to put in so many lanes and expensive bridges. The area is already borderline car sewer and this expansion combined with the proposed noise walls will make it an awful place to be outside a car and lousy inside a car. With the proposed housing in the nearby Springfield town center replacing the parking lots, Frontier drive should be reduced in size, given better sidewalks and protected bike lanes to enable easy foot and bike traffic to the metro station. This road expansion will make it even more hostile to pedestrians. The county and VDOT do not have the money to maintain such an expansion long term either. QUIT BUILDING MORE ROADS WHEN THE ONES WE ALREADY HAVE AREN'T MAINTAINED. The money would be better spent on pedestrian, bike and transit to increase the users of metro. People who are driving are the least likely to keep using metro. They will just drive to their ultimate destination and should not be catered to this expense. Road expansion does not solve congestion and does not improve the fiscal situation of anyone but the contractor building the road.</p>

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91		4/23/2024 23:52:00	David Duffy	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	<p>FFX-135: yes on the paths and brt lanes, no to widening the road. Take any needed space from existing car lanes. VDOT cannot afford to maintain the roads as-is, so reducing lane miles will free funds for better maintenance without taking private land and losing the tax base. Reducing car lanes and providing viable alternatives is the only successful way to reduce congestion, pollution and the danger of car-dependent areas.</p> <p>FFX-136: Yes to pedestrian focused improvements. The reliance on HAWK signals does indicate a failure to manage dangerous traffic and provide safe passage to pedestrians. The route is clearly not an effective street or road if you are forcing pedestrians to use an expensive and easily ignored traffic signal to safely cross. Reducing the street width to slow traffic and other traffic calming options would be better long-term if this is a pedestrian area.</p> <p>LDN-029: No funds should be spent on road widening. It does not solve traffic problems and VDOT cannot afford to maintain the roads as-is. Money should be spent on improving alternatives to single occupancy car demand as VDOT will not build those things themselves.</p> <p>LDN-033: No funds should be spent on road widening. It does not solve traffic problems and VDOT cannot afford to maintain the roads as-is. Money should be spent on improving alternatives to single occupancy car demand as VDOT will not build those things themselves.</p> <p>ALX-029: To the extent that the money will be spent on traffic calming and pedestrian focused improvements, yes. If any money is to be spent on slip lanes or additional vehicle lanes, no. Faster traffic is more dangerous. You cannot have high speeds and people in the same place. Traffic calming infrastructure is the only proven way to reduce the danger to people.</p> <p>ALX-032: To the extent that the bridge would only provide additional capacity to buses and people, yes. No money should be spent on adding any personal vehicle lanes or capacity. The area already gets congested by cars during commuting times due to the number of lanes and lack of alternatives considered viable by users. All funds should be directed to improving non-car transportation options.</p> <p>ALX-033: Yes to any portions that benefit transit and pedestrians, no to any possible lane widening for general traffic use. All funds should be directed to improving non-car transportation options.</p> <p>ALX-037: No for the reason that roads should be built to passively restrict vehicle speeds through traffic calming and actual engineering for the desired speed instead of the asinine 85% speed. Relying on sensors and "technology" to pretend that speed and people can mix safely is folly and unfounded futurism. European road users have far fewer deaths than America and do not need computers to make that happen. Fire the traffic engineers that keep the lanes wide and plentiful and hire people that know the difference between a street and road and we wouldn't have to hope that maybe someday computers might save us from our own stupidity about transportation planning. Car dependency is killing people and government finances and this project would only seek to prop up the failing system a bit longer. Quit screwing with slick techno marketing nonsense and do the simpler things that work now.</p>

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92	80	4/24/2024 13:22:58	Amtrak (Jeffrey Ensor)	ARL-023 — CC2DCA Multimodal Connection	<p>Amtrak strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting bus rapid transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mt. Vernon Trail with National Airport, CC2DCA will leverage other investments and create a critical link in enhancing the multi-modal transportation network in Northern Virginia. As such, the embodies NVTA's core values of equity, safety, and sustainability.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. With more than 24,000 residents, 36,000 employees and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to Amtrak's new Crystal City Station, many more people will now have car-free access to the airport using VRE and Amtrak service.</p> <p>This expanded access will in turn help reduce transportation-related emissions. When users can walk directly from the rail station to the airport, it will help support more mode shift from auto to rail as individuals from further out can take VRE or Amtrak to the airport instead of driving.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p> <p>Respectfully,</p> <p>Jeffrey Ensor Sr. Director of Portfolio Management on behalf of Amtrak</p>
93	81	4/24/2024 16:34:12	Mark Widerschein	ARL-023 — CC2DCA Multimodal Connection	ARL-023: I strongly support CC2DCA. It would dramatically improve non-car access to National Airport.
94	82	4/24/2024 19:37:47	Joseph Peterson	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	Widening roadways is climate arson and does not reduce congestion. Our region needs improved transit options and safer roadways rather than fraudulent widening projects.
95	83	4/24/2024 20:25:35	Jerry Mrykalo	PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-042 — Route 234 Operational Improvements	Projects PWC-040 and PWC-042 are very much needed. The signal at Sudley Manor Drive is bogged down in congestion, and a safety hazard. It's time to make Prince William Parkway a free-flow highway.
96	84	4/24/2024 22:30:28	Bryan Ricketts	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	I do not live in Northern Virginia, but I visit the area often for shopping and the airport, and am considering it for long-term residence when we start our family. It is important to complete projects that allow for ways of getting around other than driving. The selected projects invest in transit, walking, and biking infrastructure that is crucial to making this possible and reducing pollution, traffic deaths, and carbon emissions.
97	85	4/24/2024 23:03:33	Jason Schwartz	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, VRE-017 — VRE Backlick Road Station Improvements	CC2DCA would be a gamechanger for access to the airport!! Other projects highlighted are so much needed! Need dedicated lanes in the current gap on the Metroway and other improvements to walking and cycling!
98	86	4/24/2024 23:57:59	Yasir Nagi	ARL-023 — CC2DCA Multimodal Connection, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements	<p>The crystal city connection to DCA will be very beneficial to the growth of crystal city and national landing. Multimodal access to dca and the dca metro stop is severely lacking and will reduce airport traffic while connecting south crystal city to a closer metrorail stop.</p> <p>Making route 7 multimodal is a big step to make the Tysons and falls church city areas less car-dependent. I'd like to see a dedicated bus lane built there to allow car free traveling longer distances as the area is not very high density yet.</p> <p>The safety at high crash intersections is one that I personally would vouch for, as I've had a couple of close calls trying to walk across the van dorn and edsall intersection. One time as I was leaving a business at the intersection, the business owner warned me to not cross the interesection by foot as it's so dangerous for pedestrians. Combined with the fact that there isn't a single grocery store east of edsall road to meet the high density of apartments located there forces families with children to cross this intersection by foot with groceries in hand.</p> <p>The south van dorn street bridge is one that I take the bus over and drive over almost every day and I can attest to the crucial need to enhance it. This bridge is the only way from the van dorn metro stop and I-495 exit to the high density neighborhoods on Pickett and edsall streets. The most widely used bus route in the entire DASH bus system, route 35, goes along this bridge and is very often trapped in traffic. Creating bus-only lanes and more multimodal routes along this bridge is absolutely crucial as the greater west end development kicks off. New townhomes have been planned at the Vulcan site right off this stretch of van dorn, creating a need bigger than ever for this street to embrace and support multimodal measures and reject the idea of constantly creating "one more lane" to fit in more cars.</p>

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99	87	4/25/2024 10:54:25	Philippe Simon, for Alexandria Transportation Commission	ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	Ms. Phyllis Randall, Chair Northern Virginia Transportation Authority 3040 Williams Drive, Suite 200 Fairfax, VA 2203 April 17, 2024 Re: FY2024-2029 Six Year Program (SYP) Dear Chair Randall: At its April 2024 meeting, the Transportation Commission voted to approve this letter of support for the project scoring of the FY2024-2029 SYP. The Commission believes that the scoring accurately reflects the Authority's and the Region's priorities. In particular, the Commission wishes to reiterate support for the following project applications from the City of Alexandria: <ul style="list-style-type: none"> • Smart and Connected Vehicle Infrastructure (\$5 million, ranked #2) • South Van Dorn Street Bridge Enhancements (\$10 million, ranked #7) • Alexandria Metroway Enhancements (\$7 million, ranked #8) • Safety Improvements at High Crash Intersections (\$3 million, ranked #11) In addition, the Commission would also like to express its support for Arlington's application for the Shirlington Bus Station Expansion. This regional bus station serves not only Arlington residents, but also many Alexandria residents to access jobs and services throughout the region. It also is a major transfer point for the upcoming West End Transitway. This will lead to the implementation of NVTA's goals of expanded Bus Rapid Transit throughout the region. The Commission considers these projects high priorities for the City to regionally reduce congestion, increase multimodal access, improve safety, and prepare for future mobility. We thank you for your consideration and your help as Alexandria works to advance its strategic goals.
100	88	4/25/2024 17:50:53	Jennifer Chen	CFC-011 — City of Falls Church Signal Prioritization Project	High traffic pedestrian and biking area, especially for young children attending school. I often see drivers speeding through intersections making it unsafe for especially families. I am discouraged from allowing my children to bike in many areas due to the lack of traffic lights. I often choose to walk with my children to support local businesses in the area especially with the recently installed crosswalks and sidewalks. Improving signals and safety will help mitigate accidents from occurring especially as the population in the area increases. I love this area and hope to see more residents and visitors enjoying the outdoors, supporting small businesses and being able to do so on foot or bike safely.
101	89	4/25/2024 17:51:21	William Pitchford	CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements	I would like to offer my strong support for these 2 projects. Both are critical to the 3 small area plans they serve. (Norfax, Fairfax Circle, and Old Town Fairfax)
102	90	4/25/2024 21:09:35	Bryan Skokan	CMP-001 — Route 28-Centreville Road Corridor Improvements	The proposed concrete raised center median poses a winter driving and snow removal safety hazard. Further, it unnecessarily limits the length of left turn pockets causing backups and left travel lane traffic blockage during peak travel periods. This \$40M would be far better spent adding additional traffic lane(s) to the extent the funding permits.
103	91	4/26/2024 6:44:30	Bethany Henderson	CFC-011 — City of Falls Church Signal Prioritization Project	I support this project to ease traffic flow. With the extensive construction in Falls Church City, more residents and workers will be coming to this small area over the next several years. This project will both make buses a more viable transit option for many and facilitate traffic flow based on real-time needs and fluctuations to keep everyone moving around the area smoothly.
104	92	4/26/2024 12:38:06	Robert Puentes	CFC-011 — City of Falls Church Signal Prioritization Project	This is a critically important project - not just for Falls Church but for Northern Virginia as a whole. It is necessary for Route 7 BRT .
105	93	4/26/2024 19:09:19	Walker Hardy	CFC-011 — City of Falls Church Signal Prioritization Project	Hi - I attended many of the Route 7 BRT meetings about the various options and have read the reports. What I find frustrating overall is understanding the timeline and how these various initiatives are supposed to coincide. Overall I believe the signal prioritization is a good compromise for buses without impacting traffic further by installing a bus-only lane as I had seen proposed earlier. I hope that also the signal prioritization and how well it works will then be accounted for should the Rt 7 BRT program move forward. I still have extreme doubts about the ridership and expected gains from the Rt. 7 BRT as proposed. Thank you for your time.
See #168	94	4/28/2024 9:16:09	Patrick Conley	CFC-011 — City of Falls Church Signal Prioritization Project	I support the installation of technology and infrastructure to better enable fast, convenient, and regular public transit options through the City of Falls Church

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
106	95	4/29/2024 13:22:21	Avery Kane	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I generally support the Route 7 projects to varying extents. Falls Church's signal prioritization project is the best of the projects and should be funded as soon as possible. The project will help before BRT is implemented as well as after. The Route 7 Multimodal improvements project is decent but should try to minimize roadway pavement with turn lanes. The Seven Corners ring road project is good as well, but I doubt the need for a four lane ring road as opposed to a two lane road. The bicycle and pedestrian facilities implemented with the project are quite good though and should be funded as part of any ring road.</p> <p>Fairfax City's projects are both very good. The Blenheim Blvd Multimodal Improvements are wonderful and will improve bicycling access to the Wilcoxon Trail, Old Town Fairfax, and Fairfax Circle. The high quality bicycle infrastructure will replace unnecessary asphalt. The Northfax Network Improvements are good as well as they will help improve access in the area. I would suggest replacing the shared use paths with protected bike lanes plus sidewalks as that would help with separating bicycles and pedestrians. Alternatively on either one or both sides of the road could be replaced with protected bike lanes. Regardless of which bicycle facility is chosen, bicycle green markings should be used in order to connect the painted bike lanes west of Chain Bridge Road to the proposed road.</p>
107	96	4/30/2024 12:12:37	Martin Ornelas	FFX-134 — Frontier Drive Extension and Intersection Improvements, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements	Prince William County needs Metro and improve 95 from Route 123 to Route 234 on both directions
108	97	4/30/2024 15:00:42	Richard Young	Other	There is no longer adequate transportation for the elderly. The reduced fare taxi service was a boon and permitted older seniors to get to senior centers, doctors' appointments etc. Now too many are staying at home more, experiencing loneliness and depression. the Dept. of Recreation's 55+ program is for the young old; not the old old.
109	98	4/30/2024 15:13:01	Ellie Heil	ARL-022 — Shirlington Bus Station Expansion	I believe providing funding to expand bus service in Shirlington and update amenities will draw more people to try transit and also visit Shirlington by other modes beyond a SOV. Shirlington is a unique Urban Village in Arlington with easy access to Four Mile Run trail. Unfortunately, Shirlington is cut off from metrorail and is therefore an inconvenient destination for some transit users. Improving bus availability, reduced wait-times and updated features would all bring more people to and from Shirlington using transit.
110	99	5/1/2024 11:30:10	Jonathan Krall	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements	I use bicycling and transit daily to live my life. Please support these projects, which improve the transit network and build towards having a cycling network. I'm trying to avoid spending time trapped inside a car. Time spent in cars correlates strongly with negative health. Please make healthier choices
111	100	5/1/2024 17:56:58	Ben Custer	VRE-017 — VRE Backlick Road Station Improvements	First, thank you for the opportunity to weigh in on the six year plan. I appreciate NVTA's consideration of what residents such as myself have to say. VRE offers a great alternative for commuters and according to VRE's 2023 annual report has seen a 30% increase in ridership as compared to 2022. Traffic and congestion impact quality of life for residents in the region and offering transportation alternatives not only helps soften that impact, it increases accessibility for members of our community who don't have access to their own car (or who don't want to rely solely on their own car). Anything we can do to support rail should be seriously considered. The Backlick Road Station improvement will allow VRE to run longer trains and ease the boarding/exiting process. Beyond efficiency, I see safety benefits. If for some reason passengers needed to exit quickly, the larger platform would expedite that process (whereas the current platform only accommodates 5 passenger cars). I hope NVTA is able to help support VRE on this effort.
112	101	5/1/2024 20:08:42	Russ Smith	PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center	I strongly support PWC-041 042 and 043. I do NOT support PWC-040. Prince William BOCS just voted to raise the data center taxes. In light of this tax increase and the number of data centers planned in this area, taxpayers should NOT have to foot the bill for this project.
113	102	5/6/2024 13:39:57	Rolf Taylor	ARL-023 — CC2DCA Multimodal Connection, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-037 — Smart & Connected Vehicle Infrastructure	<p>We need to be sure to encourage walking and biking. For profit bike and scooter share should be replaced with extremely low cost not for profit options (especially bicycles). Street improvements must continue to consider bikers and pedestrians. Pedestrian cross walks should prioritize pedestrians over cars.</p> <p>Investment in greatly reducing transit fares (or eliminating them) would both reduce inequity and traffic.</p> <p>We need to eliminate classist tolling. Not only does it increase inequity these for profit roads effectively dissuade car pooling as not all people will get transponders (not to mention the hassle involved when the people detectors fail. Time has proven this is a failed model. It must not be expanded and should be phased out ASAP.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
114	103	5/6/2024 16:03:39	Andrew Olesen	ARL-023 — CC2DCA Multimodal Connection, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, CFC-011 — City of Falls Church Signal Prioritization Project	<p>ARL-023: I lived in Crystal City for many years and used to walk to DCA - not a long walk but scary and complex so I never saw anyone else walking. This project would let regular people walk and bike, reducing congestion and bringing even greater vitality to the airport and CC.</p> <p>FFX-135: BRT and off-road bike facilities are critical for connectivity in this region. But please do not add extra travel lanes - some draft drawings suggest adding continuous turn lanes that have the net effect of adding travel lanes. We don't need to encourage even more car throughput, we need to provide alternatives and a streetscape that is hospitable to those outside a car. Bike lanes next to a de-facto highway are not that.</p> <p>FFX-138: As a CoFC resident I support the Ring Road project. However, many of the roads are large, multi-lane roads that, even with bike lanes and sidewalks, will not be attractive to people outside of cars. To make this a vibrant area worthy of redevelopment and multi-modal, it should have 2-lane complete streets with a neighborhood/urban feel.</p> <p>CFC-011: The CoFC does not have the right of way to permit BRT lanes. Smart signals are the next best alternative to ensure transit is a competitive alternative to driving alone. Smart signals would also permit the "wave of green" approach used in Old Town Alexandria that controls speeding and creates a pleasant, relaxing driving environment. That would do a lot to boost throughput and reduce injuries.</p> <p>Overall: It is good to see more project applications this round that improve accessibility for all users without relying on widening roads or building interchanges that simply make the region more car-dependent. Please prioritize these projects in this and future rounds. The growing number of roundabout projects is promising as well.</p> <p>NVTA's "congestion reduction" metrics receive too much weight and do not fully take into account the reality of induced demand in which every 1% increase in roadway capacity causes a 1% increase in traffic over time.</p> <p>NVTA should take into account that investing in local streets and bike/ped facilities for walkable, bikeable, mixed-use, transit-oriented communities DOES reduce the amount of driving on the region's highways.</p> <p>It's time to take climate change seriously – studies show that Northern Virginia must both rapidly adopt electric vehicles and lower per capita Vehicle Miles Traveled (VMT) (by at least 20%) to meet its climate targets. NVTA's evaluation needs to consider a project's impact on VMT.</p>
115	104	5/6/2024 16:21:12	Niels W. Pemberton	Other	<p>It is good to see more project applications this round that improve accessibility for all users without relying on widening roads or building interchanges that simply make the region more car-dependent. Please prioritize these projects in this and future rounds.</p> <p>NVTA's "congestion reduction" metrics receive too much weight and do not fully take into account the reality of induced demand in which every 1% increase in roadway capacity causes a 1% increase in traffic over time.</p> <p>NVTA should take into account that investing in local streets and bike/ped facilities for walkable, bikeable, mixed-use, transit-oriented communities DOES reduce the amount of driving on the region's highways. NVTA needs to do this.</p> <p>It's time to take climate change seriously – studies show that Northern Virginia must both rapidly adopt electric vehicles and lower per capita Vehicle Miles Traveled (VMT) (by at least 20%) to meet its climate targets. NVTA's evaluation needs to consider a project's impact on VMT.</p> <p>More bus routes are needed 7 days a week service in Loudoun and Prince William/ Stafford Counties. Along with out of region bus routes (local and express) connecting say, Ashburn to Winchester, Vienna Fairfax Metro to Winchester, Strasburg, Luray, and Culpeper. Bus service is also needed from Manassas to Warrenton, Culpeper, Quantico, Dulles Airport and Leesburg via Haymarket and Middleburg. Bus Service is needed from Leesburg to Frederick MD, Brunswick MD and Martinsburg WV.</p>
116	105	5/6/2024 17:39:04	Meredith Karbowsky	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, VRE-017 — VRE Backlick Road Station Improvements	These projects should be the most prioritized for funding and planning as they provide vital community improvements that make this region better to live in and also provide vital safety improvements which are needed in our current road infrastructure.
117	106	5/7/2024 8:45:28	Peter Harnik	Other	In general, I am opposed to road widenings. Road widenings should be undertaken only as a last resort after every other option (including transit, cycling, walking, lane management, auto management, carpooling, spot fixes) have been tried first. Also, every road widening should be matched with a concomitant road narrowing in the same jurisdiction and/or the conversion of an auto lane to non-motorized and/or porous-paving use. Automobile use is a major contributor to climate change and to increased flooding.

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118	107	5/7/2024 11:08:39	KS	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements	please continue to fund and advocate for bicycling & pedestrian facilities so they may achieve parity with motorized vehicle worship
119	108	5/7/2024 14:09:15	Philip Isaiah	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements	<p>ARL-022: I use the Shirlington Bus Station as an alternative transfer point in lieu of Rosslyn when my destination is not easily accessible to Metro when traveling between Arlington and Alexandria. I would appreciate an expansion of the facility and added service.</p> <p>ARL-023 - When going to Aurora Highlands, I currently walk from Crystal City Metro, while I would like and use a connection from National Airport metro, I prefer that, if feasible, the westward access align with 23rd street, which I think would serve as a gateway with the wide boulevard portion of 23rd street and also provide a redundant walkshed from the nearby Crystal City station</p> <p>FFX-135 - I support the Rt 7 BRT - my concern on this project is that expansion of vehicular lanes near the stations will discourage ridership because waiting, crossing roads and visiting places near wide and fast/noisy vehicles would be uncomfortable at lease and hostile at worst.</p>
120	109	5/7/2024 16:20:23	Lindsey Ellis	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements	I cycle all throughout northern Virginia and this comes with great safety risk due to the lack of bike lanes and/or sidewalks that can be utilized for cycling. Please prioritize bike safety and work to include bike lanes where ever possible. As one of the most populated areas of the country, facilitating people commuting and otherwise getting around via bike would not only reduce the amount of cars on the road but help preserve the quality of the roads. Most importantly it would allow all individuals to get around safely.
121	110	5/7/2024 19:00:42	Jason Birzer	FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	As a biker in the area, I look forward to more improvements in the Braddock Rd - Burke Lake Rd area, including safer ways to cross Braddock Rd on bike. For other improvements, on Burke Lake Rd, I'd like to see the sidewalk between Burke Rd and Coffer Woods Rd widened. It is pretty narrow.
122	111	5/8/2024 1:12:42	Erica Mitrano	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion	I am strongly in support of both of these projects in Arlington. I live near Shirlington and the bus station is an essential connection to this important commercial area that lacks a Metro station. And as someone who cycles for most trips, the multimodal bridge to National Airport is an essential link. Thank you.

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
123	112	5/8/2024 6:20:34	Asa Orrin-Brown	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	I am glad to see several multimodal projects in the Alexandria greater area. There is a huge potential to replace a significant portion of current car traffic with bike and transit travel here. I went from almost 100% of the time to biking over 6,000 miles last year. Fare free dash service and the added connectivity to metro has been a big part of that change. But we need more safe multi-modal routes to reach more users. The benefits are huge, including reduced carbon emissions, reduced gridlock on roads, health benefits for the local population and reduced stress for the local population. Stress was actually the leading driver for my change. I was having increasing difficulty regulating by blood pressure while driving in NOVA. The explosion in e-bike technology has also been critical. Please continue to support more multi-modal transit. It is what our community needs, both for congestion, the environment and public health.
124	113	5/8/2024 6:39:16	Michelle Caudill	CMP-001 — Route 28-Centreville Road Corridor Improvements	Rt. 28 has been a traffic nightmare for over 30 years! Getting from Manassas to Rt 66 is awful. The entire stretch from Liberia to where the "new work" ends needs improvements desperately. Thank you!
125	114	5/8/2024 9:16:19	Jacqueline Gaston	CMP-001 — Route 28-Centreville Road Corridor Improvements	Anything to fix the traffic situation on Route 28 and to complete the beautification of the area as an entryway to PWC. We do not need another study done, we need action!
126	115	5/8/2024 9:35:22	James Bussells	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, VRE-017 — VRE Backlick Road Station Improvements	<p>These projects (selected above) foster more walkable, bikeable, transit-oriented mixed-use communities and/or address critical safety needs. I support these projects.</p> <p>Other projects, listed below, should not be funded as they rely on expensive roadway capacity expansion to generate short-term traffic relief for drivers, but in the long-term this approach (and the car-oriented land use plans) generate more traffic and make the problem worse.</p> <p>PWC-040 – Route 234 and Sudley Manor Drive Interchange LDN-029 – Old Ox Road Widening – Shaw Road to Oakgrove Road LDN-033 – Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard</p>
127	116	5/8/2024 20:21:22	Eric Christensen	FFX-134 — Frontier Drive Extension and Intersection Improvements	<p>Transportation Association Of Greater Springfield (TAGS) PO Box 6513 Springfield VA 22150</p> <p>Northern Virginia Transportation Authority 2600 Park Tower Drive Suite 601 Vienna, VA 22180</p> <p>Dear Chairman,</p> <p>The Transportation Association of Greater Springfield (TAGS) is writing to share our strong support for NVTA FY 2024-2029 Six Year Program candidate project, Project FFX-134, Frontier Drive Extension and Intersection Improvements. NVTA has previously supported this project and we appreciate your awareness of the needs of this vehicular and transit corridor. These improvements are needed for infrastructure to move thousands of people and vehicles every day in one of the most important transportation hubs in Northern Virginia. We appreciate the opportunity to submit our comments</p> <p>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, through the Springfield Industrial Park. This critical link will facilitate multi-modal access to the transit center which serves both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail and Virginia Express Commuter Rail systems allowing for more direct routes and helping to reduce travel times. The project will also will provide access to the Transportation Security Administration Headquarters adjacent to the GSA site as well as enhanced pedestrian and bicycle facilities along Frontier Drive. The extension will greatly benefit existing businesses and promote the growth of economic development, adding to regional sustainability and the overall quality of life.</p> <p>As funds have already been allocated for design and engineering. We encourage NVTA to continue to fund and support NVTA FY 2024-2029 Six Year Program candidate project, Project FFX-134, Frontier Drive Extension and Intersection Improvements for right-of -way and construction.</p> <p>Sincerely,</p> <p>Eric Christensen President, TAGS</p>
128	117	5/8/2024 21:34:59	Ambar Pankaj	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	Thank you for having so many projects that are focused on transit, pedestrians, and bikes. There is so little money in this budget that we should reduce the focus on car centric projects and metrics like congestion. We spend millions already on huge car projects that do not help the long term for the region. Please do not fund PWC-040, LDN-029 and LDN-033.

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
129	118	5/9/2024 7:18:18	David Ferster	FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements	Projects should improve accessibility and safety for non-drivers. Projects focusing on reducing congestion by widening roads are ineffective because of induced demand. Projects should attempt to reduce vehicle miles traveled by incentivizing public transit, walking, and biking.
130	119	5/9/2024 13:57:52	J. D. Birks	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements	Please focus funding on transit and improving walkability to allow denser development
131	120	5/9/2024 22:03:02	Kevin Morse	FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	I am the chairman of the BRMI Task Force that was initiated just over 10 years ago. Braddock Road stretches the entire length of Fairfax County, this central portion includes several very congested segments and multiple locations have gaps in the pedestrian and bicycle network. This project, approved by the Board of Supervisors in 2018 includes: •No widening of Braddock Road •Targeted intersection improvements at critical locations •Improvements in signalization, timing •Shared-use paths for pedestrians and bicycles on both sides of the road •Access management improvements •This project will relieve congestion, improve transit reliability, and improve safety Project is funded in its entirety through Design Approval (approximately 40% design) and that work is nearing completion. Phase I is funded through construction but Phase II is not funded beyond Design Approval. The most serious choke point in the project seven days a week (Braddock and Burke Lake Road), is in Phase II. The intersection of Braddock and Bradfield Drive, where a crash on FEB 4, 2024 resulted in 3 fatalities is also in Phase II. I cannot overstate that funding for Phase II is imperative for the overall success of this project. Finally, I would note that in addition to the numerous Task Force Meetings from 2014 to 2017 there were several Community and Public Information meetings as well as individual meetings with affected communities bordering Braddock Rd through 2023. To have gone this long without full funding for such a critical project, breeds the inevitable cynicism that government is not responsive to its citizens. Let that not be the case with FFX-136 BRMI Phase II. Please give it your strongest and most favorable consideration. Thank you.
132	121	5/10/2024 5:46:39	Robert L Kurts	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, ALX-029 — Safety Improvements at High-Crash Intersections, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements	Please help improve bicycle safety and access with more and safer bike paths!
133	122	5/10/2024 7:54:06	Meredith Anderson	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
134	123	5/10/2024 7:57:33	John Misleh	CFC-011 — City of Falls Church Signal Prioritization Project, Other	"I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers."
135	124	5/10/2024 9:21:05	Valerie Cloutier	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
136	125	5/10/2024 9:33:26	Alex Lawrence	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
137	126	5/10/2024 9:33:46	Lesley Cannady	CFC-011 — City of Falls Church Signal Prioritization Project	This project will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. It will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
138	127	5/10/2024 10:33:48	Kathleen Martin	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
139	128	5/10/2024 11:59:47	Pam Giambo	CFC-011 — City of Falls Church Signal Prioritization Project	The Route 7 Bus Rapid Transit route will help reduce solo car trips but only if it is a convenient method of travel - signal prioritization will help reduce wait times for bus passengers and will make this a more attractive option for those who would traditionally opt for car travel.
140	129	5/10/2024 15:15:10	Jerrold Anderson	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
141	130	5/10/2024 15:37:54	Allise Golden	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
142	131	5/11/2024 8:36:14	Ken Notis	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements	The CC-DC connection is important and valuable. The Shirlington bus station expansion is a good idea - I live nearby in Alexandria, and will likely use it. The Alexandria high crash intersection project is a very high priority - I live near one of the intersections, it is unsafe. This is important to Vision Zero. I strongly support the metroway improvement.
143	132	5/11/2024 12:26:12	Aaron Rogers	CFC-011 — City of Falls Church Signal Prioritization Project	As a resident living near one of the planned Transit Signal Priority technology installation locations, I fully support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers. Additionally, this will help mitigate traffic issues along this congested corridor as residential occupancy continues to increase.

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
144	133	5/13/2024 10:20:12	Robert Vaughan	ARL-023 — CC2DCA Multimodal Connection	<p>Dweck Properties strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting bus rapid transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mt. Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, the embodies NVTA's core values of equity, safety, and sustainability.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. With more than 24,000 residents, 36,000 employees and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to VRE's new Crystal City Station, many more people will now have car-free access to the airport using VRE, Amtrak and MARC service.</p> <p>This expanded access will in turn help reduce transportation-related emissions. Whether users walk directly from their origin in National Landing to the airport or use passenger rail to access the airport via the new VRE station, their emissions will be much lower than the likely alternative of driving directly to the airport.</p> <p>CC2DCA will also improve access for the many thousands of employees who travel to and from DCA every day, especially flight crews, many of whom stay at hotels in National Landing between flights. CC2DCA will provide a convenient alternative to existing hotel shuttles for these crews. It will also provide a new option for the many more employees throughout the region who must commute to the airport for work who can now use regional passenger rail to access DCA.</p> <p>Lastly, and perhaps most importantly, CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20m in VRE's planned Crystal City Station. Virginia is also in the process of investing nearly \$4b in improved passenger rail service in the commonwealth through the Transforming Rail in Virginia initiative, which will bring expanded VRE service and Amtrak service to the new Crystal City Station. CC2DCA will greatly expand the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p>
145	134	5/13/2024 11:50:21	Binyamin Hassan	CFC-011 — City of Falls Church Signal Prioritization Project	This project should be granted funding, because I support this grant application because it will enhance service frequency and capacity at bus stops and stations along the to-be-constructed Bus Rapid Transit (BRT) route on Route 7. It will also provide more consistent schedules and reduced waiting times for passengers, which will be vital for the success of multimodal transportation in the region.
146	135	5/13/2024 12:38:07	James Abys-Smith	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion	Connecting Shirlington and Long Branch Creek to Crystal City and the metro system is vital to developing the region. There's so much infrastructure devoted to parking cars that, with good public transit, unlocks tons more high density housing without increased strain on drivers.
See #108	See #96	5/13/2024 12:47:05	Martin Ornelas	PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements	I support marked projects
147	136	5/13/2024 17:59:23	Joe Wetzel	CFC-011 — City of Falls Church Signal Prioritization Project	Updates to the signals as outlined in this proposed project are desperately needed. Focused on Rt 7 (West Broad Street), these improvements will make much needed improvements in he safety and pedestrians, bike riders, and vehicles alike.
148	137	5/13/2024 19:42:24	Evan weiner	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements	Please do a brt all up and down route 7. It's perfect now with the vdot construction done.

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
149	138	5/14/2024 11:25:48	David Kaplan	ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	<p>Dear Chair Randall:</p> <p>At its May 2024 meeting, the Alexandria Transit Company Board of Directors voted to approve this letter of support for the project scoring of the FY2024-2029 SYP. The ATC Board believes that the scoring accurately reflects the Authority's and the Region's priorities. In particular, the Board wishes to reiterate support for the following project applications from the City of Alexandria:</p> <ul style="list-style-type: none"> •Smart and Connected Vehicle Infrastructure (\$5 million, ranked #2) •South Van Dorn Street Bridge Enhancements (\$10 million, ranked #7) •Alexandria Metroway Enhancements (\$7 million, ranked #8) •Safety Improvements at High Crash Intersections (\$3 million, ranked #11) <p>In addition, the ATC Board would also like to express its support for Arlington's application for the Shirlington Bus Station Expansion. This regional bus station serves not only Arlington residents, but also many Alexandria residents to access jobs and services throughout the region. It also is a major transfer point for the upcoming West End Transitway. This will lead to the implementation of NVTAs goals of expanded Bus Rapid Transit throughout the region.</p> <p>The ATC Board considers these projects as high priorities for the City to regionally reduce congestion, increase multimodal access, improve safety, and prepare for future mobility. We thank you for your consideration of these priority areas to help the City advance its strategic goals.</p> <p>Sincerely,</p> <p>David Kaplan Chair, Alexandria Transit Company Board of Directors</p>
150	139	5/14/2024 11:45:28	Naudy Martinez	CFC-011 — City of Falls Church Signal Prioritization Project	I support this grant application because it will improve transit options and operations, along the future Route 7 Bus Rapid Transit route. The project will enhance service frequency and capacity at bus stops and stations, resulting in more consistent schedules and reduced waiting times for passengers.
151	140	5/14/2024 13:11:50	Ralph Braccio	FFX-138 — Seven Corners Ring Road Improvements	<p>You should reject this funding request. The project is estimated to cost \$132.7M and this request is for \$122.2M--that is over 90% of the total cost, when the project master plan is flawed and somewhat misrepresented.</p> <ol style="list-style-type: none"> 1. Note that the terminus of the major road/bridge in Phase 1 may not be available. There has already been an application to convert the property at the Grand Mart and Italian Restaurant to multi-story apartment buildings and retail. This would require an entire redesign of Phase 1. 2. Note that the City of Falls Church has rejected a connection to the ring road, which makes the presentation of Phase 3 in the report questionable if not a misrepresentation. 3. There has been no analysis of noise or pollution impacts on local residents as well as transients. Thus, the project as presented will not withstand a challenge of federal and state environmental assessment laws and will be rejected for federal funding, as well as significantly delayed until redesigned. 4. All these points have been presented to VDOT and have not been adequately addressed. It would be a serious mis-allocation of government funds to provide substantial funding for the continuation of this project as currently presented.

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
152	141	5/14/2024 14:00:26	Eric Cassel	ARL-023 — CC2DCA Multimodal Connection	<p>Crystal City Civic Association strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting bus rapid transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mt. Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, CC2DCA embodies NVTA's core values of equity, safety, and sustainability.</p> <p>We have been dismayed at the auto-centric capital plans by the airport authority. We find their emphasis on auto transportation to be detrimental to other modes of travel. Thus, a project like this takes on added importance and significance.</p> <p>The CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. With more than 24,000 residents, 36,000 employees and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to VRE's new Crystal City Station, many more people will now have car-free access to the airport using VRE, Amtrak and MARC service.</p> <p>This expanded access will in turn help reduce transportation-related emissions. Whether users walk directly from their origin in National Landing to the airport or use passenger rail to access the airport via the new VRE station, their emissions will be much lower than the likely alternative of driving directly to the airport.</p> <p>CC2DCA will also improve access for the many thousands of employees who travel to and from DCA every day, especially flight crews, many of whom stay at hotels in National Landing between flights. CC2DCA will provide a convenient alternative to existing hotel shuttles for these crews. It will also provide a new option for the many more employees throughout the region who must commute to the airport for work who can now use regional passenger rail to access DCA. Lastly, and perhaps most importantly, CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20m in VRE's planned Crystal City Station. Virginia is also in the process of investing nearly \$4b in improved passenger rail service in the commonwealth through the Transforming Rail in Virginia initiative, which will bring expanded VRE service and Amtrak service to the new Crystal City Station. CC2DCA will greatly expand the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p> <p>Respectfully, Eric Cassel, President of the CCCA</p>
153	142	5/14/2024 15:27:03	Kolos Bundics	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	<p>Please do not widen route 7. it is ridiculous that the description of the project even says reducing automobile use in the future. that is totally hypocritical if the goal of the project is to widen the road. "space for a future bus" is not actually useful unless you build the bus. this project is a disgrace. either build the bus or do nothing but definitely do not widen the road.</p>
154	143	5/15/2024 11:47:33	John E. Musso	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion	<p>On behalf of the Arlington Chamber of Commerce, I'm expressing our support for the funding application for both the CC2DCA project and the Shirlington Bus Station Expansion, under the Northern Virginia Transportation Authority (NVTA) FY2024-2029 Six Year Program. The CC2DCA multimodal project, connecting the Crystal City neighborhood with Ronald Reagan Washington National Airport, will enhance the value of the existing multi-modal transit network in Arlington and complement other major long-term transportation investments. The Shirlington Bus Station expansion will also enhance the existing bus network that connects Arlington with large parts of Alexandria and Fairfax County. The \$21.1 million grant for CC2DCA would serve to provide the last remaining funds needed to complete the project. It would provide a significant benefit to the Crystal City neighborhood, and for the National Landing area overall. CC2DCA will establish a direct connection between the airport terminal and the newly renovated Crystal City VRE Station, which NVTA has committed \$20 million in investments. Due to the Transforming Rail in Virginia Initiative, which is expected to bring expanded VRE and Amtrak service to Crystal City, residents of Northern Virginia and Washington D.C. would be able to take regular, direct trains to Crystal City and then walk to the airport. CC2DCA would enhance connections in Crystal City to bus rapid transit and Metrobus to North Arlington, Alexandria and Washington D.C., in addition to bicycle paths and the Mount Vernon Trail. The \$11.6 million grant for the expansion of the Shirlington Bus Station would help expand capacity for the station, which is a hub for Shirlington and adjacent neighborhoods to connect to Alexandria, Fairfax County, and to Metrorail stations. Shirlington, with its walkable urban village, is a destination for shopping and dining that attracts people from throughout Northern Virginia. This investment in the Bus Station is a commitment to strengthen transportation connectivity between the neighborhood and Northern Virginia. We ask you to please support these two grant requests from Arlington County as part of the Six Year program. We thank you for your consideration of our comments.</p>
155	144	5/15/2024 11:58:42	Jared Barlow	ARL-023 — CC2DCA Multimodal Connection, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, ALX-029 — Safety Improvements at High-Crash Intersections, VRE-017 — VRE Backlick Road Station Improvements	<p>It is very important that any project that encourages safe and efficient use of bicycles and public transit be prioritized. Funding priority should go to projects that better connect neighborhoods with protected bike lanes/paths as well as public transit projects that connect the greater area.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
156	145	5/15/2024 14:55:59	Tsering Lhamo	Other	I am the president of the Tibetan Community. We have Lots of kids who want take class at Vienna Community Center. But I was not able find any public transportation from 9745 Kings Crown Ct, Fairfax 22031 to the Vienna Community Center. Will there be any changes in this direction? thank you.
See #77	See #68	5/15/2024 16:50:41	Nicholas Giacobbe	ARL-023 — CC2DCA Multimodal Connection	I am writing to support Arlington County's application for NVTA funding for the CC2DCA project. The construction of this bridge will be a game-changer for the region, giving a multi-modal connection point to National Airport that will allow people to leave their cars behind. It is rare that we have an opportunity to build out a project that will have such a profound impact on traffic, air quality, and quality of life, while setting an example for the rest of the world! How many airports have the outstanding pedestrian and cycle access that CC2DCA will bring to DCA? Please give this proposal a good hard look and fund it so that construction can begin. Thanks! Nicholas Giacobbe, Aurora Highlands neighborhood (just across Rt 1).
157	146	5/16/2024 9:09:42	Lauren McHugh	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion	These should definitely be implemented. Arlington is congested and continues to grow. To support this we must have smart infrastructure that is planned and construction ahead of additional residences moving in.
158	147	5/16/2024 10:56:32	Susan English	ARL-023 — CC2DCA Multimodal Connection	<p>The Arlington Ridge Civic Association endorses JBG's advocacy (see the following comments) supporting Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. By connecting bus rapid transit, metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mt. Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, the project embodies NVTA's core values of equity, safety, and sustainability.</p> <p>The Arlington Ridge Civic Association adds that as one of three 22202 resident stakeholder groups in Livability22202, future connectivity of all kinds is high on our list of local community needs—and values.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. With more than 24,000 residents, 36,000 employees and 5,000 hotel rooms, there are a significant number of people in National Landing who will now be within walking distance of DCA thanks to CC2DCA. And thanks to the planned connection to VRE's new Crystal City Station, many more people will now have car-free access to the airport using VRE, Amtrak and MARC service. This expanded access will in turn help reduce transportation-related emissions. Whether users walk directly from their origin in National Landing to the airport or use passenger rail to access the airport via the new VRE station, their emissions will be much lower than the likely alternative of driving directly to the airport.</p> <p>CC2DCA will also improve access for the many thousands of employees who travel to and from DCA every day, especially flight crews, many of whom stay at hotels in National Landing between flights. CC2DCA will provide a convenient alternative to existing hotel shuttles for these crews. It will also provide a new option for the many more employees throughout the region who must commute to the airport for work who can now use regional passenger rail to access DCA. Lastly, and perhaps most importantly, CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20m in VRE's planned Crystal City Station. Virginia is also in the process of investing nearly \$4B in improved passenger rail service in the commonwealth through the Transforming Rail in Virginia initiative, which will bring expanded VRE service and Amtrak service to the new Crystal City Station. CC2DCA will greatly expand the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p>
159	148	5/16/2024 11:21:46	Ben D'Avanzo	ARL-023 — CC2DCA Multimodal Connection	I live in Pentagon City, near Crystal City. I have two children. Going to the airport with my family is very difficult, even on the metro. We often will take a car there or back despite being close to the metro. Having an entrance to the airport much closer by would make things much easier!

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
160	149	5/17/2024 11:09:00	Thomas Harvey	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements	As a frequent cyclist and pedestrian, I support the addition and improvement of bike lanes/paths and related infrastructure improvements for active/vulnerable road users in all NVRTA projects.
161	150	5/17/2024 13:48:34	Mount Vernon Springfield Chamber of Commerce	FFX-134 — Frontier Drive Extension and Intersection Improvements	<p>Mount Vernon Springfield Chamber is writing to express our strong support for Frontier Drive Extension and Intersection Improvements project submitted for funding. This project will extend Frontier Drive from the Joe Alexander Transit Center to Loisdale Road, through the Springfield Industrial Park. With current development and projected growth, this project is essential for the future of our community.</p> <p>This extension will provide a more direct connection for twenty transit routes and Greyhound bus service reducing travel times in this area. The multi-modal aspect of the improvements will provide needed pedestrian and bicycle lanes for the community. The current disconnected roadway forces transit providers to develop circuitous routes to reach the existing road network, increasing travel times and congestion.</p> <p>This project is essential for the growth happening around the Joe Alexander Transit Center and the economic viability of the area and will lead to a more sustainable community and quality of life. We encourage funding for the Frontier Drive Extension and Intersection Improvement project.</p> <p>Holly Hicks Dougherty President Mount Vernon Springfield Chamber of Commerce Building Community Since 1954 703.360.6925 7686 Richmond Highway, Suite 203A, Alexandria, VA 22306</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
162	151	5/17/2024 15:09:54	Michael Jerakis (on behalf of Thomas Maloney, Greater Washington Partnership)	ARL-023 — CC2DCA Multimodal Connection	<p>Dear Ms. Backmon,</p> <p>On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for Arlington County's funding application for the CC2DCA Multimodal Connection (CC2DCA) under the Northern Virginia Transportation Authority's (NVTA) FY 2024-2029 Six Year Program (Application ARL-023). The project will enhance pedestrian and bicycle connectivity between National Landing, Washington National Airport (DCA), and the region's passenger rail network, expanding mobility options for residents, employees, and tourists while reducing vehicular traffic in a severely congested corridor.</p> <p>The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth and vitality. In 2018, the Partnership released the Blueprint for Regional Mobility (https://greaterwashingtonpartnership.com/blueprint/), an employer-informed strategy to transform our region's transportation system into an asset that ensures our global competitiveness, expands access to opportunity, and removes barriers to mobility from Baltimore to Richmond. When completed, CC2DCA will advance the Blueprint's goals to expand access to opportunity, modernize regional rail, and improve the region's trail networks.</p> <p>CC2DCA would serve as a critical gateway — both to National Landing and the wider region — for the millions of passengers who travel through DCA and the Crystal City Station every year. The project will help maximize the value of other existing or planned investments in multimodal transportation. These include NVTA's commitment to invest nearly \$20M in VRE's planned Crystal City Station improvements and the Commonwealth's more than \$4B Transforming Rail in Virginia initiative, both of which are key to realizing the Partnership's Capital Region Rail Vision (https://greaterwashingtonpartnership.com/wp-content/uploads/2020/12/Capital-Region-Rail-Vision-Report_Final.pdf).</p> <p>We appreciate the County's thoughtful planning approach and prioritization of CC2DCA, recognizing this innovative project as critical to the continued development of a regionally significant, fast-growing, mixed-use activity hub. We encourage NVTA to act favorably on Arlington County's application for funding and look forward to the advancement of this significant multimodal transportation project.</p> <p>Sincerely, Thomas Maloney</p>
163	152	5/18/2024 1:03:28	Jack Hamrock	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project	<p>FFX-134 – Frontier Drive Extension and Intersection Improvements – Expands the local street grid near Franconia-Springfield Metro station. However, the design features too many traffic lanes that will undermine the walkable, mixed-use urbanism envisioned in the area.</p> <p>FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66) – Widens Route 7 to provide future space for Route 7 BRT dedicated bus lanes and shared-use paths on both sides. However, some preliminary designs show turn lanes that continue throughout the corridor that effectively become additional travel lanes; these should be removed to reduce the road-width to be more walkable and transit-friendly.</p> <p>FFX-138 – Seven Corners Ring Road Improvements – Helps build out a local street grid, but the design features too many traffic lanes that will undermine the walkable, mixed-use urbanism envisioned in those areas. We have asked for revision as a 2-lane complete street with wide sidewalks, bike lanes and on-street parking.</p> <p>It is good to see more project applications this round that improve accessibility for all users without relying on widening roads or building interchanges that simply make the region more car dependent. Please prioritize these projects in this and future rounds.</p> <p>NVTA's "congestion reduction" metrics receive too much weight and do not fully take into account the reality of induced demand in which every 1% increase in roadway capacity causes a 1% increase in traffic over time.</p> <p>NVTA should take into account that investing in local streets and bike/ped facilities for walkable, bikeable, mixed-use, transit-oriented communities DOES reduce the amount of driving on the region's highways.</p> <p>It's time to take climate change seriously – studies show that Northern Virginia must lower per capita Vehicle Miles Traveled (VMT) (by at least 20%) to meet its climate targets. NVTA's evaluation needs to consider a project's impact on VMT.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
164	153	5/18/2024 8:29:16	Patricia Coxe	ARL-022 — Shirlington Bus Station Expansion	I would really like to see improvements to the Shirlington Transit station, which I am grateful we have but find very difficult to use as a rider of METRO buses, DASH buses and ART buses, all of which use this station. 1. Even though my printed DASH bus schedule (the booklet) has bus stop numbers on it for me, I can never find the stop number I need. 2. In fact, yesterday the DASH bus I caught (36) I got other people standing around to point me to the one stop to the north of the station. 3. Every time I am there, the signs are not reading up the correct times. 4. No matter which bus I am switching to, I have to scramble around to figure out where I should be waiting. 5. When I've asked the commuter store lady for help, she has been really angry with me as she pointed to where I ought to wait, but sometimes there IS no one else to ask and the sign (say for the 7A toward Pentagon City) is saying the next bus will arrive in 6 hours or something like that. (Which is NOT true). Thank you for looking into this. I am grateful for all the bus systems and use them all. This transfer station could really use some help making it rider-friendly.
165	154	5/18/2024 19:38:45	Brandon Blakeley	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I support the CFC-011 Signal Prioritization Project because it significantly enhances transit efficiency along the future Route 7 Bus Rapid Transit route. This project promises to increase service frequency and capacity at bus stops and stations, thereby offering more reliable schedules and shorter waiting times for passengers.</p> <p>However, there are some projects that need revisions to fully align with walkable, bikeable, mixed-use, and transit-oriented communities. Specifically, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66) plans to widen Route 7 to accommodate future dedicated bus lanes and shared-use paths on both sides. Please modify the preliminary designs, which show turn lanes that continue throughout the corridor and effectively become additional travel lanes. These should be removed to make the area more pedestrian and transit-friendly.</p> <p>Similarly, FFX-138 – Seven Corners Ring Road Improvements aims to develop a local street grid, but the excessive number of traffic lanes in its current design will undermine the walkable, mixed-use urbanism envisioned for these areas. Please revise to a two-lane complete street with wide sidewalks and bike lanes.</p> <p>Finally I do not support projects that focus merely on expanding road capacity, as they promote increased vehicle use and go against our efforts to reduce driving on regional highways. These include LDN-029 – Old Ox Road Widening and LDN-033 – Sycolin Road Widening. These projects do not contribute positively towards our environmental or community objectives and should be reconsidered in the context of our broader transportation and urban planning goals.</p> <p>By prioritizing projects that enhance non-motorized infrastructure and public transit, and by revising or rejecting those that increase car dependency, we can ensure that our community develops in a sustainable, inclusive, and environmentally friendly manner.</p>
166	155	5/18/2024 20:08:55	Robin Ramey	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I support the CFC-011 Signal Prioritization Project because it significantly enhances transit efficiency along the future Route 7 Bus Rapid Transit route. This project promises to increase service frequency and capacity at bus stops and stations, thereby offering more reliable schedules and shorter waiting times for passengers.</p> <p>However, there are some projects that need revisions to fully align with walkable, bikeable, mixed-use, and transit-oriented communities. Specifically, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66) plans to widen Route 7 to accommodate future dedicated bus lanes and shared-use paths on both sides. Please modify the preliminary designs, which show turn lanes that continue throughout the corridor and effectively become additional travel lanes. These should be removed to make the area more pedestrian and transit-friendly.</p> <p>Similarly, FFX-138 – Seven Corners Ring Road Improvements aims to develop a local street grid, but the excessive number of traffic lanes in its current design will undermine the walkable, mixed-use urbanism envisioned for these areas. Please revise to a two-lane complete street with wide sidewalks and bike lanes.</p> <p>Finally, I do not support projects that focus merely on expanding road capacity, as they promote increased vehicle use and go against our efforts to reduce driving on regional highways. These include LDN-029 – Old Ox Road Widening and LDN-033 – Sycolin Road Widening. These projects do not contribute positively towards our environmental or community objectives and should be reconsidered in the context of our broader transportation and urban planning goals.</p> <p>By prioritizing projects that enhance pedestrian and bike infrastructure and public transit, and by revising or rejecting those that increase car dependency, we can ensure that our community develops in a sustainable, inclusive, and environmentally friendly manner.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
167	156	5/18/2024 20:09:46	Louis Levy	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 — Route 15 at Braddock Road Roundabout, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 — Route 234 Operational Improvements, PWC-043 — The Landing at Prince William Transit Center, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFX-018 — Northfax Network Improvements – Northfax East-West Road, CFX-019 — Blenheim Boulevard Multimodal Improvements, CFC-011 — City of Falls Church Signal Prioritization Project, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements, VRE-017 — VRE Backlick Road Station Improvements	<p>Roundabouts do not need slip lanes or fast traversal to be effective</p> <p>Pedestrians should not wait more than 30sec for a signal to cross, especially if they already pressed a beg button</p> <p>Road-widening is a waste of money when it's not combined with multi-use trails, public transit, intersections/crossings that prioritize pedestrians bikers and transit. Road-widening encourages unsafe driving. Widening beyond three lanes per direction is just unnecessary. Widening to two lanes per direction is dangerous for residential zones.</p> <p>Highways should not have driveways, especially near intersections</p>
168	See #94	5/18/2024 20:45:05	Patrick Conley	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I support the CFC-011 Signal Prioritization Project because it significantly enhances transit efficiency along the future Route 7 Bus Rapid Transit route. This project promises to increase service frequency and capacity at bus stops and stations, thereby offering more reliable schedules and shorter waiting times for passengers.</p> <p>However, there are some projects that need revisions to fully align with walkable, bikeable, mixed-use, and transit-oriented communities. Specifically, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66) plans to widen Route 7 to accommodate future dedicated bus lanes and shared-use paths on both sides. Please modify the preliminary designs, which show turn lanes that continue throughout the corridor and effectively become additional travel lanes. These should be removed to make the area more pedestrian and transit-friendly.</p> <p>Similarly, FFX-138 – Seven Corners Ring Road Improvements aims to develop a local street grid, but the excessive number of traffic lanes in its current design will undermine the walkable, mixed-use urbanism envisioned for these areas. Please revise to a two-lane complete street with wide sidewalks and bike lanes.</p> <p>Finally, I do not support projects that focus merely on expanding road capacity, as they promote increased vehicle use and go against our efforts to reduce driving on regional highways. These include LDN-029 – Old Ox Road Widening and LDN-033 – Sycolin Road Widening. These projects do not contribute positively towards our environmental or community objectives and should be reconsidered in the context of our broader transportation and urban planning goals.</p> <p>By prioritizing projects that enhance pedestrian and bike infrastructure and public transit, and by revising or rejecting those that increase car dependency, we can ensure that our community develops in a sustainable, inclusive, and environmentally friendly manner.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
169	157	5/18/2024 21:27:42	Benjamin Sullivan	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I support the CFC-011 Signal Prioritization Project because it significantly enhances transit efficiency along the future Route 7 Bus Rapid Transit route. This project promises to increase service frequency and capacity at bus stops and stations, thereby offering more reliable schedules and shorter waiting times for passengers.</p> <p>However, there are some projects that need revisions to fully align with walkable, bikeable, mixed-use, and transit-oriented communities. Specifically, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66) plans to widen Route 7 to accommodate future dedicated bus lanes and shared-use paths on both sides. Please modify the preliminary designs, which show turn lanes that continue throughout the corridor and effectively become additional travel lanes. These should be removed to make the area more pedestrian and transit-friendly.</p> <p>Similarly, FFX-138 – Seven Corners Ring Road Improvements aims to develop a local street grid, but the excessive number of traffic lanes in its current design will undermine the walkable, mixed-use urbanism envisioned for these areas. Please revise to a two-lane complete street with wide sidewalks and bike lanes.</p> <p>Finally, I do not support projects that focus merely on expanding road capacity, as they promote increased vehicle use and go against our efforts to reduce driving on regional highways. These include LDN-029 – Old Ox Road Widening and LDN-033 – Sycolin Road Widening. These projects do not contribute positively towards our environmental or community objectives and should be reconsidered in the context of our broader transportation and urban planning goals.</p> <p>By prioritizing projects that enhance pedestrian and bike infrastructure and public transit, and by revising or rejecting those that increase car dependency, we can ensure that our community develops in a sustainable, inclusive, and environmentally friendly manner.</p>
170	158	5/19/2024 10:36:06	Timothy Stevens	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I support fully funding CFC-011, as it will enhance the performance of BRT through Falls Church, attracting more users and discouraging travel via individual vehicles. I encourage revisions in the following projects: FFX-135 - the focus should just be on enhancing the performance of BRT, not expanding road capacity for individual vehicles, which will encourage the type of sprawl that leads to more climate changing greenhouse gas emissions. FFX-138 - establishing a grid is very positive, but the ring road should be limited to a two lane path with complete street features that will enable alternatives to individual vehicle travel that would make the area more unsafe. LDN-029 - adding road capacity will not reduce congestion (per principles of induced demand), but will encourage climate-harming expansion of individual vehicle use. LDN-033 - same comment as for LDN-029.</p>
171	159	5/19/2024 10:56:18	Matthew Jones	ARL-023 — CC2DCA Multimodal Connection	<p>The People Before Cars Coalition strongly supports Arlington County's funding application for the CC2DCA Multimodal Connection ("CC2DCA") under NVTA's FY 2024-2029 Six-Year Program. By connecting bus rapid transit, Metro rail, commuter (VRE/MARC) and intercity (Amtrak) rail, and the Mount Vernon Trail with National Airport, CC2DCA will enhance the value of our existing network while creating new mobility options. As such, this project embodies NVTA's core values of equity, safety, and sustainability.</p> <p>In addition to promoting the NVTA's core values, the CC2DCA project directly addresses the key metrics used by the NVTA to evaluate candidate projects for the Six-Year Program. CC2DCA reduces dependence on driving alone by improving conditions for people accessing transit and using other modes. The project will put the more than 24,000 residents, 36,000 employees, and 5,000 hotel rooms in National Landing within walking distance of DCA. And thanks to CC2DCA's planned connection to VRE's new Crystal City Station, many more people will now have car-free access to the airport using VRE, Amtrak, and MARC service.</p> <p>This expanded access will in turn help reduce transportation-related emissions. Whether users walk directly from their origin in National Landing to the airport or use passenger rail to access the airport via the new VRE station, their emissions will be much lower than the likely alternative of driving directly to the airport.</p> <p>CC2DCA will also improve access for thousands of employees who travel to and from DCA every day, especially flight crews, many of whom stay at hotels in National Landing between flights. CC2DCA will provide a convenient alternative to existing hotel shuttles for these crews. It will also provide a new option for the many more employees throughout the region who commute to the airport for work who can now use regional passenger rail to access DCA.</p> <p>Lastly, and perhaps most importantly, CC2DCA will help maximize the value of other existing or planned investments in multi-modal transportation. The NVTA itself has committed to invest nearly \$20M in VRE's planned Crystal City Station. This augments the nearly \$4B that the Commonwealth is investing through the Transforming Rail in Virginia initiative to improve passenger rail service, anchored by expanded VRE and Amtrak service to the new Crystal City Station. CC2DCA will multiply the benefit of both investments by providing a direct connection from the station to DCA.</p> <p>For these reasons, we strongly support Arlington County's application for funding and encourage the NVTA to grant their request.</p> <p>Respectfully, Chris Slatt, President, Sustainable Mobility for Arlington County Jay Corbalis, Vice President, Public Affairs JBG SMITH Tracy Sayegh Gabriel, President & Executive Director, National Landing BID Gillian Burgess, President, Safe Streets Are For Everyone Thank You Stewart Schwartz, Executive Director, Coalition for Smarter Growth</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
172	160	5/19/2024 12:16:03	John Wilson	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I am much in favor of increasing the efficiency of transportation options beyond cars - even reducing the flow and speed of cars - especially for bikes, buses and people. I support the CFC-011 Signal Prioritization Project to significantly enhance transit efficiency along the future Route 7 Bus Rapid Transit route. This project promises to increase service frequency and capacity at bus stops and stations, thereby offering more reliable schedules and shorter waiting times for passengers.</p> <p>However, there are some projects that need revisions to fully align with walkable, bikeable, mixed-use, and transit-oriented communities. Specifically, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66) plans to widen Route 7 to accommodate future dedicated bus lanes and shared-use paths on both sides. Please modify the preliminary designs, which show turn lanes that continue throughout the corridor and effectively become additional travel lanes. These should be removed to make the area more pedestrian and transit-friendly. Consider instead adding dedicated bike lanes.</p> <p>Similarly, FFX-138 – Seven Corners Ring Road Improvements aims to develop a local street grid, but the excessive number of traffic lanes in its current design will undermine the walkable, mixed-use urbanism envisioned for these areas. Please revise to a two-lane complete street with wide sidewalks and bike lanes.</p> <p>Finally, I do not support projects that focus merely on expanding road capacity, as they promote increased vehicle use and go against our efforts to reduce driving on regional highways. These include LDN-029 – Old Ox Road Widening and LDN-033 – Sycolin Road Widening. These projects do not contribute positively towards our environmental or community objectives and should be reconsidered in the context of our broader transportation and urban planning goals. There is much evidence that shows that adding more car capacity does not reduce but actually increases congestion.</p> <p>By prioritizing projects that enhance pedestrian and bike infrastructure and public transit, and by revising or rejecting those that increase car dependency, we can ensure that our community develops in a sustainable, inclusive, and environmentally friendly manner.</p>
173	161	5/19/2024 15:10:55	James F Coyle	FFX-138 — Seven Corners Ring Road Improvements	Critical to removing cut through truck traffic off of Broad St. from the east
174	162	5/19/2024 17:43:21	Daniel Buuck	FFX-136 — Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	<p>I noticed that the scope of the NVTA's FFX-136 project is smaller than VDOT's Braddock Road Multimodal Improvements project. I would like to comment on safety issue and one opportunity that exist just outside of VDOT's project scope and suggest NVTA consider addressing them.</p> <p>I am concerned that the improvements along Braddock, particularly the added mixed-use paths, will make Danbury Forest Drive considerably more dangerous.</p> <p>I had voiced concern during several VDOT presentations and received the answer that VDOT may look into the status of Danbury Forest Dr. at some time in the future but not with the planned work along Braddock. I feel the adverse effects on Danbury Forest Dr. should be addressed as early as possible. The reasons for my concerns are as follows.</p> <ul style="list-style-type: none"> - The level of pedestrian and bicycle traffic along Danbury Forest Dr. from Braddock to Lonsdale Dr. is almost non-existent. There is no obvious connection to bike infrastructure to draw people north up DF Dr. to the intersection with Braddock. In addition, walking and biking that stretch feels unsafe enough to avoid it. - Biking and walking along that stretch of DF Dr. is inherently dangerous for the following reasons. <ul style="list-style-type: none"> o The lack of sidewalks or paths require walking or biking on the road. o The s-curve creates blind spots. o The guardrails block any escape routes, there is no shoulder, and what little room there is is often overgrown with vegetation requiring one to walk on the road. o Cars regularly exceed the 30 mph speed limit and would have little time to react once they see a biker or pedestrian. - When VDOT adds mixed-use paths along Braddock, it will bring pedestrian and bicycle traffic past the north end of DF Dr., and people will see a logical connection to the neighborhoods and trails around Lake Accotink Park. <p>I hate to think of a family with young, inexperienced kids on bikes carelessly following DF Dr. because they thought it was a quiet residential street and they are met by a distracted driver. It is conceivable that multiple tragic incidents could occur every year along that short stretch where they are not occurring now, as far as I know.</p> <p>There is an opportunity to close the final link accessing the pedestrian/bike bridge across the beltway near the Audrey Moore Rec Center just north of Braddock Rd. That is my route to bike to and from work in downtown DC. The pavement ends at the driveway to the rec center, and there is a rough gravel drive for several hundred feet to the wheelchair accessible ramp up to the bridge. I'd like to see the street paved on that section (or even just one lane) so road bikers can avoid the rough gravel.</p>
175	163	5/19/2024 19:25:56	Bill Huber	ARL-023 — CC2DCA Multimodal Connection, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66)	Prioritize projects that enhance bike/ped improvements to be forward looking

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
176	164	5/19/2024 19:33:51	Rachel Hicks, President, Aurora Highlands Civic Association	ARL-023 — CC2DCA Multimodal Connection	<p>The Aurora Highlands Civic Association (AHCA) writes concerning Arlington County's funding application for the CC2DCA Multimodal connection ("CC2DCA") under NVTA's FY 2024-2029 Six Year Program. This proposed connector will link our neighborhood (located just across Richmond Highway from Crystal City) directly to DCA and give our residents a safe option to travel to and from DCA without using a vehicle. This new bridge would shorten the pedestrian path that is currently available and make a more direct route for our neighbors who are taking flights or working at DCA.</p> <p>Although the project budget is concerning in this fiscal environment, we have AHCA members who support this project. It is also our understanding that as part of the Commonwealth's memorandum of understanding with Amazon, this project must occur (unlike proposed projects for Route 1). We note that the County Board and JBG Smith, who hopes to develop Block W which currently hosts part of the pedestrian path to the airport, have requested letters of support from the neighborhoods for this project.</p> <p>While the Association has not held a vote, and is therefore not able to take an official position, because we have members who support this project and due to the requests of the County Board, we submit this letter.</p> <p>Sincerely,</p> <p>Rachel Hicks, AHCA President & AHCA Executive Board</p>
177	165	5/19/2024 19:59:47	Kathleen Schoen	ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements	Please improve safety and accessibility in the west end of Alexandria!
178	166	5/19/2024 20:08:40	Kathy Taylor	ALX-032 — South Van Dorn Street Bridge Enhancements	It is important that the city and state enhance the walk ability of the West End of Alexandria City.
179	167	5/19/2024 20:28:41	Kate Dafoe	ARL-023 — CC2DCA Multimodal Connection, FFX-134 — Frontier Drive Extension and Intersection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure	<p>FFX-134 would be a good project if modified to account for other road users like pedestrians and bicyclists. The current proposal adds too many traffic lanes that undermines the mixed-use urbanism and walkable potential in an area so near to a metro station.</p> <p>All ALX and ARL projects are good examples of projects that address safety concerns and foster an environment allowing more people to walk and use transit.</p> <p>In general, it is good to see more project applications this round that improve accessibility for all users without relying on widening roads or building interchanges that make the region more car dependent. Please prioritize projects that account for all users in this and future rounds.</p> <p>NVTA's congestion metrics receive too much weight in the process, and fail to take into account the well known concept of induced demand, in which every 1% increase in roadway capacity eventually leads to a 1% increase in vehicle traffic over time.</p> <p>NVTA should take into account that investing in local streets and bike/ped facilities for walkable, bikeable, mixed use, and transit-oriented communities will reduce the amount of driving on the region's highways, and can improve congestion without roadway widening. Building walkable, bikeable, transit-oriented facilities will induce more users to choose those means over driving when it is safe and practical to do so.</p> <p>Regarding climate change-studies show that Northern Virginia must both rapidly adopt electric vehicles and reduce Vehicle Miles Traveled (VMT) by at least 20% to meet its climate targets. Thus, NVTA should take into account impacts of a project on VMT during project evaluation.</p>

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180	168	5/19/2024 20:59:44	Joyce Migdall	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>Re CFC-011: I'm glad to see enhanced Bus Rapid Transit along Route 7 (something like an enhanced #28A bus with lane priority so you get there faster and the people in cars realize they can get there faster by bus). I am concerned about the additional turn lanes that become additional travel lanes and make it harder for bikes and pedestrians to cross. I would like to be able to safely, comfortably get from Falls Church City to the Trader Joe's on the other side of the WFC-metro station on my bicycle. It is only 2-3 miles - a short bike ride, if I felt safe. (To be clear- it is not a pleasant bicycle ride now.)</p> <p>Re FFX-138 Seven Corners Ring Road: I support improvements to develop a local street grid to make access to 7-Corners (and the Eden Center pedestrian) pedestrian, bicycle and transit accessible. I'm am pretty sure too many car traffic lanes will defeat the purpose and scare vulnerable road users from accessing the area, as happens today. Please modify the design to include wide sidewalks, bike lanes and a 2-lane (not more) complete street. (And no slip lanes for cars.)</p> <p>I don't support road projects such as LDN-033 and LDN-029 (Sycolin Road and Old Ox Rd widening) that solely expand road capacity and contribute to sprawl. We need to prioritize public transit, pedestrian and bike infrastructure to provide for a healthier future for our neighborhoods our nation and the world. Vulnerable road users (bicyclers and pedestrians) and transit riders are using efficient transportation. They should be protected and prioritized. They have been ignored and frightened by car-only road designs for too long.</p>
181	169	5/19/2024 21:34:21	Richard Klein	FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, LDN-029 — Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 — Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, CFC-011 — City of Falls Church Signal Prioritization Project	<p>Regarding CFC-011: It's great to have enhanced Bus Rapid Transit along Route 7, but I am concerned about the additional turn lanes that make it harder for bikers and pedestrians to cross. I would like to be able to safely get from Falls Church City to the Idylwood Plaza on my bicycle. It is only a few miles away from me, but I have to ride on the skinny sidewalk.</p> <p>Regarding FFX-138, Seven Corners Ring Road: I support improvements to develop a local street grid to make access to 7-Corners and the Eden Center accessible without needing to drive there. I fear too many car traffic lanes will be counterproductive and scare vulnerable road users from accessing the area. Please modify the design to include bike lanes, wide sidewalks, a 2-lane complete street, and no slip lanes for cars.</p> <p>I do not support road projects such as LDN-033 and LDN-029 (Sycolin Road and Old Ox Rd widening) that solely expand road capacity and contribute to sprawl. We need to prioritize public transit and pedestrian/bike infrastructure to provide for a healthier planet. Vulnerable road users — cyclists and pedestrians — and transit riders are using efficient transportation. Stop prioritizing cars in road designs. Share the road.</p>
182	170	5/19/2024 21:49:33	Molly Pugh	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, ALX-037 — Smart & Connected Vehicle Infrastructure, CFC-011 — City of Falls Church Signal Prioritization Project	<p>I live in Alexandria, and the Alexandria, Arlington, and Falls Church projects have some of the greatest benefits for improving my ability to get places I need to go in a safe and convenient way. Northern VA needs to prioritize funding these types of projects that give people options while making places more walkable, bike-able and transit-friendly. Wider roads and bigger interchanges just lead to more car-dependent places with more traffic, more air pollution, and worse outcomes for our climate and safety. Please fund ALX-029, ALX-032, ALX-033, ALX-037, CFC-011, ARL-023, and ARL-022.</p>
183	171	5/19/2024 22:31:19	Matthew Cunningham	CFC-011 — City of Falls Church Signal Prioritization Project	Please prioritize pedestrians and bikes

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
184	172	5/19/2024 23:09:18	Allen Muchnick	FFX-134 — Frontier Drive Extension and Intersection Improvements, FFX-135 — Route 7 Multimodal Improvements (I-495 to I-66), FFX-138 — Seven Corners Ring Road Improvements, PWC-040 — Route 234 and Sudley Manor Drive Interchange, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, CFX-019 — Blenheim Boulevard Multimodal Improvements, MAN-003 — Roundabout at Route 28 and Sudley Rd, CMP-001 — Route 28-Centreville Road Corridor Improvements	<p>I most strongly support, PWC-041, Route 234 Trail over I-95. This should be one of NVTA's top-rated and most critically needed projects. I-95 throughout Prince William County remains a major barrier to active mobility in an area that is--and will become--increasingly urban. Pedestrians have died trying to cross I-95 at this location, and the lack of a safe pedestrian and bicycle crossing severely limits the mobility of many lower-income nearby residents. In 2024, the current lack of any bicycle and pedestrian crossing of I-95 along the Route 234 corridor is unconscionable, and I hope the requested funding is sufficient to design and build a safe facility.</p> <p>PWC-041, Route 234/Sudley Manor Dr Interchange, should be funded for DESIGN ONLY. At present, PWC DOT staff have only a vague concept for this interchange, which would incorporate the current intersection with Wellington Rd. The project description lists bicycle and pedestrian accommodation as a secondary feature, but it's likely that the eventual design will short change active mobility, as usual, and if this project is funded for construction, the public would have little influence over the design. All three roads (Rte 234, Sudley Manor Dr, and Wellington Rd) are planned to have shared--use paths which would each be components of the National Capital Trail Network. At this time, it appears that PWC DOT does not intend to include the paths along Rte 234 or Wellington Rd as part of this project, and all three paths should be designed to eliminate any need for at-grade path crossings of high-speed multi-lane arterial roadways (and also at-grade crossings of free-flowing freeway ramps).</p> <p>PWC-044, Triangle Mobility Hub, is a worthy project that would significantly improve personal mobility and support smart economic development in an equity emphasis area.</p> <p>My support of MAN-003, Roundabout at Rte 28 and Sudley Rd is mixed. Describing this project as improving bicycle or pedestrian mobility or safety is disingenuous. This project includes NO bicycle facility, and City staff have told us we should use Portner Avenue, a road with only sharrows two blocks away, for bicycling. Yes, bike riders, as today, can continue to use either the roadway travel lanes or the narrow sidewalks, but this project includes NO bicycle accommodations. Also, this project does not include new or improved sidewalks. The proposed design calls for only narrow sidewalks without any buffer from the roadway. That's because all the space in the roundabout would be used for overly wide (15-foot) travel lanes and a wider inner circle for use by turning trucks. This is primarily an aesthetic gateway project for downtown Manassas that is designed to move motor vehicles with reduced delay from the eliminated traffic signal.</p>
					<p>I support CMP-001, Phase 2 of the Centreville Rd STARS improvements, as a cost-effective way to reduce traffic congestion on this portion of Rte 28 and as a far superior alternative to the destructive and counterproductive Route 28 Bypass proposal that I hope will be killed soon. Although pedestrian improvements are not listed as a secondary mode, this project would provide a continuous sidewalk along at least one side of the road and should also improve pedestrian crossings of Route 28.</p> <p>FFX-134 (Frontier Dr) and FFX-135 (Route 7) projects should NOT be funded. These expensive roadway-widening projects are not cost-effective, as indicated by their low CRRC rankings.</p> <p>As a former, long-time resident of the Seven Corners area, I support FFX-138 (Seven Corners Ring Road) as critical multimodal infrastructure that will facilitate higher-density transit-oriented redevelopment and will reduce traffic congestion at a regional activity center.</p> <p>I also strongly support ALX-029 (Safety Improvements at High-Crash Intersections), and CFX -019 (Blenheim Blvd Multitmodal Improvements) as key investments in active mobility, safety, and sustainability that NVTA should prioritize for funding.</p> <p>ARL-022 and ARL-023 are also worthy investments is regional mobility.</p>
185	173	5/19/2024 23:19:14	Joseph Warren	ARL-023 — CC2DCA Multimodal Connection	<p>At \$57 million in cost I question the benefits. First, this project only benefits pedestrian, bicycle users and scooter users who are going to the airport from the VRE station or nearby locations. I doubt there are enough VRE and Amtrak riders to justify this project. This project has a very low congestion relief rating; I cannot see how congestion is affected at all. Second, I do not see how this project can be justified as a regional project funded mostly by NVTA. This is a local project that would be useful only to a small number of Arlington and Alexandria users. Why does the analysis NOT include any estimate of expected users? To have any idea of benefits versus costs this information must be presented. If the Arlington county board is so supportive they, and the Alexandria city council should fund this project.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
186	174	5/19/2024 23:55:47	Alex Mendelsohn	ARL-023 — CC2DCA Multimodal Connection, ARL-022 — Shirlington Bus Station Expansion, FFX-138 — Seven Corners Ring Road Improvements, PWC-041 — Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-044 — Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 — Safety Improvements at High-Crash Intersections, ALX-032 — South Van Dorn Street Bridge Enhancements, ALX-033 — Alexandria Metroway Enhancements, CFC-011 — City of Falls Church Signal Prioritization Project, VRE-017 — VRE Backlick Road Station Improvements	I strongly support funding the Alexandria, Arlington, VRE, and PWC projects I checked above because they support alternatives to driving, such as transit, walking, and cycling. I also support funding the Seven Corners Ring Road, as it will improve alternatives to driving despite roadway expansion. I strongly discourage financially supporting most of the other projects listed, as they only make walking, biking, and transit more dangerous by expanding the roadway. Even the projects listed as having multimodal improvements just contain turn lane expansions that make crossing the road objectively more dangerous. Continuing to fund roadway expansions and fuel car dependency is objectively bad for our climate and accessibility goals.
187	175	5/10/2024	Senator Danica Roem, State Senate	CMP-001 — Route 28-Centreville Road Corridor Improvements, MAN-003 — Roundabout at Route 28 and Sudley Rd	Fund 40 million of route 28 STARS innovative intersection project (CMP-001). Once this entire project is done, we can prevent 40-50 crashes per year. Shave off 5-10 minutes off morning commutes. Making it multimodal via a continuous sidewalk from Yorkshire to Manassas Park. VDOT's STARS solution will eliminate the suicide lane in the middle of this 5-lane road, enhancing safety for all travelers. Phase 1 is fully funded now (\$24 million dollars). MAN-003 is also a safety project. Reduction in crashes at route 28 and Sudley Rd is expected. Significantly being done to accommodate pedestrians.
188	176	5/10/2024	Bill Pugh, for the Coalition for Smarter Growth	ALX-029 – Safety Improvements at High-Crash Intersections, ALX-032 – South Van Dorn Street Bridge Enhancements, ALX-033 – Alexandria Metroway Enhancements, ALX-037 – Smart & Connected Vehicle Infrastructure, ARL-023 – CC2DCA Multimodal Connection (Bike/ped bridge to National Airport), ARL-022 – Shirlington Bus Station Expansion, CFC-011 – City of Falls Church Signal Prioritization Project (improves Rt 7 bus services), CFX-018 – Northfax Network Improvements – Northfax East-West Road, CFX-019 – Blenheim Boulevard Multimodal Improvements, FFX-134 – Frontier Drive Extension and Intersection Improvements, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 – Braddock Road Multimodal Improvements Phase II (Humphries Dr to Southampton Dr), FFX-138 – Seven Corners Ring Road Improvements, VRE-017 – VRE Backlick Road Station Improvements, PWC-041 – Route 234 Bicycle and Pedestrian Facility Over I-95, PWC-042 – Route 234 Operational Improvements, PWC-043 – The Landing at Prince William Transit Center, PWC-044 – Triangle Mobility Hub and First/Last Mile Connection Improvements, CMP-001 – Route 28-Centreville Road Corridor Improvements, LDN-034 – Route 15 at Braddock Road Roundabout, MAN-003 – Roundabout at Route 28 and Sudley Rd., PWC-040 – Route 234 and Sudley Manor Drive Interchange, LDN-029 – Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 – Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard.	<p>The Coalition for Smarter Growth (CSG) has been involved in NVTA activities since the agency's creation, and we note the positive evolution of candidate projects for the agency's Six-Year Program over this time. Over half of this year's candidate projects now recognize that walkable, bikeable, transit-friendly, communities - and supportive land use and housing policies - are the best solution to the region's transportation challenges. Not bigger roads.</p> <p>We thank NVTA member jurisdictions for this shift and this responsiveness to public comments over the years. And CSG asks you this evening to prioritize these types of smart growth projects in your funding decisions. Decades of evidence show that more and more traffic lanes do not solve congestion, and only make our traffic, climate, safety and equity problems worse.</p> <p>Tonight we ask you to:</p> <ol style="list-style-type: none"> 1. Prioritize for funding the 13 applications that directly support our region's vision for walkable, transit-oriented communities. They include projects like the Falls Church's Signal Prioritization along a key regional bus corridor, Fairfax City complete street grid connections, Braddock Road Multimodal Improvements, Prince William mobility hub, and others. (see complete list in addendum below) 2. Fund the five candidate projects that address mobility needs without widening roads, with techniques like roundabouts and technology operational improvements. (see list below) 3. Work with Fairfax County to make design improvements to the three street grid projects that are oversized and undermine the small area plans. These are the Seven Corners Ring Road, Frontier Drive, and Route 7 Multimodal Improvements. One can just look at the giant Sunset Hills Road in front of the Reston Metro station to see the way oversized and expensive multi-lane road designs undermine Northern Virginia's investments in transit-oriented development as well as safety. While we support the Ring Road, Route 7 BRT, and street grid at Franconia Metro, we ask Fairfax County and NVTA for design changes as a condition for funding. 4. Put at the bottom of your list the Old Ox Road and Sycolin Road widenings and Route 234/Sudley Manor interchange. This approach of endlessly widening roads, building expensive new interchanges, and pursuing car-oriented land use planning only makes our traffic problems worse over time, while keeping families and workers trapped driving long distances, living far from daily needs, with unaffordable personal transportation. <p>We were glad to hear last month that NVTA is expanding its commitment to "alternative congestion reducing solutions that reduce dependency on driving," going so far as to add staffing and consultants to do that. But let's start here with the 6-year program.</p>

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
					<p>1. Top project priorities for funding These projects foster more walkable, bikeable, transit-oriented mixed-use communities and/or address critical safety needs:</p> <p>Alexandria</p> <ul style="list-style-type: none"> •ALX-029 - Safety Improvements at High-Crash Intersections •ALX-032 - South Van Dorn Street Bridge Enhancements •ALX-033 - Alexandria Metroway Enhancements •ALX-037 - Smart & Connected Vehicle Infrastructure <p>Arlington</p> <ul style="list-style-type: none"> •ARL-023 - CC2DCA Multimodal Connection (Bike/ped bridge to National Airport) •ARL-022 - Shirlington Bus Station Expansion <p>Falls Church</p> <ul style="list-style-type: none"> •CFC-011 - City of Falls Church Signal Prioritization Project (improves Rt 7 bus services) <p>City of Fairfax</p> <ul style="list-style-type: none"> •CFX-018 - Northfax Network Improvements - Northfax East-West Road •CFX-019 - Blenheim Boulevard Multimodal Improvements <p>Fairfax County</p> <ul style="list-style-type: none"> •FFX-136 - Braddock Road Multimodal Improvements Phase II (Humphries Dr to Southampton Dr) •VRE-017 - VRE Backlick Road Station Improvements <p>Prince William County</p> <ul style="list-style-type: none"> •PWC-041 - Route 234 Bicycle and Pedestrian Facility Over 1-95 •PWC-044 - Triangle Mobility Hub and First/Last Mile Connection Improvements <p>2. Other worthwhile projects These projects make more incremental improvements to walkability, traffic calming, and transit access. Other car-oriented land use and transportation planning in these areas by local jurisdictions and/or the Virginia Department of Transportation limit their effectiveness.</p> <ul style="list-style-type: none"> •CMP-001 - Route 28-Centreville Road Corridor Improvements •LDN-034 - Route 15 at Braddock Road Roundabout •MAN-003 - Roundabout at Route 28 and Sudley Rd •PWC-042 - Route 234 Operational Improvements <p>3. Projects that CSG supports with design improvements The following Fairfax County projects will provide benefits for transit-oriented development, bus rapid transit (BRT), and pedestrian and bike infrastructure. However, their currently proposed designs have oversized roads that prioritize fast vehicle traffic and increase project costs.</p> <ul style="list-style-type: none"> •FFX-134 - Frontier Drive Extension and Intersection Improvements - Expands the local street grid near Franconia-Springfield Metro station. However, the design features too many traffic lanes that will undermine the walkable, mixed-use urbansim envisioned in the area. •FFX-135- Route 7 Multimodal Improvements (1-495 to 1-66) -Widens Route 7 to provide future space for Route 7 BRT dedicated bus lanes and shared-use paths on both sides. However, some preliminary designs show turn lanes that continue throughout the corridor that effectively become additional travel lanes; these should be removed to reduce the road-width to be more walkable and transit-friendly. •FFX-138 - Seven Corners Ring Road Improvements - Helps build out a local street grid, but the design features too many traffic lanes that will undermine the walkable, mixed-use urbansim envisioned in the area. CSG has asked for revision as a 2-lane complete street with wide sidewalks, bike lanes and on-street parking. <p>4. Should not receive limited regional funding These projects rely on expensive roadway capacity expansion to generate short-term traffic relief for drivers, but in the long-term this approach (and the car-oriented land use plans) generate more traffic and make the problem worse.</p> <ul style="list-style-type: none"> •PWC-040 - Route 234 and Sudley Manor Drive Interchange •LDN-029 - Old Ox Road Widening - Shaw Road to Oakgrove Road •LDN-033 - Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard
189	177	5/10/2024	Kevin O'Brien, for Washington Area Bicyclist Association	ALX-029 – Safety Improvements at High-Crash Intersections, ARL-023 – CC2DCA Multimodal Connection, FFX-136 – Braddock Road Multimodal Improvements Phase II (Humphries Dr to Southampton Dr), PWC-041 – Route 234 Bicycle and Pedestrian Facility Over I-95	Recommend bike/ped multimodal focused projects. Opposed to projects that add roadway lanes but did not mention any projects specifically (more travel lanes cannot be the only solution). Supports ALX-029 – Safety Improvements at High-Crash Intersections, ARL-023 – CC2DCA Multimodal Connection, FFX-136 – Braddock Road Multimodal Improvements Phase II (Humphries Dr to Southampton Dr), PWC-041 – Route 234 Bicycle and Pedestrian Facility Over I-95

Comment #	Commenter #	Timestamp	Full name	Select the project(s) you would like to provide feedback on	Provide your written comment below.
See #12	See #10	5/10/2024	Mostafa Elnahass	PWC-043 – The Landing at Prince William Transit Center, PWC-044 – Triangle Mobility Hub and First/Last Mile Connection Improvements, ALX-029 – Safety Improvements at High-Crash Intersections, ALX-032 – South Van Dorn Street Bridge Enhancements, CFX-018 – Northfax Network Improvements – Northfax East-West Road, CFX-019 – Blenheim Boulevard Multimodal Improvements, MAN-003 – Roundabout at Route 28 and Sudley Rd, CMP-001 – Route 28-Centreville Road Corridor Improvements, FFX-135 – Route 7 Multimodal Improvements (I-495 to I-66), FFX-136 – Braddock Road Multimodal Improvements Phase II (Humphries Dr to Southampton Dr), FFX-138 – Seven Corners Ring Road Improvements, LDN-029 – Old Ox Road Widening – Shaw Road to Oakgrove Road, LDN-033 - Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard, LDN-034 – Route 15 at Braddock Road Roundabout, PWC-040 – Route 234 and Sudley Manor Drive Interchange	Recommended many different alternatives that ought to be taken into consideration for each project – e.g., instead of adding more lanes on a road, focus on road diet, grade-separated interchange project will only support high-speed vehicle mobility, local bus services should be given high priority. Supports PWC-043, PWC-044, ALX-029, ALX-032, CFX-018, CFX-019, MAN-003, CMP-001. Opposes FFX-135, FFX-136, FFX-138, LDN-029, LDN-033, LDN-034, PWC-040
190	178	5/10/2024	Supervisor Kenny Boddye, PWC Board of Supervisors	PWC-043 – The Landing at Prince William Transit Center	In favor of PWC-043. This project is supported by PWC comprehensive plan/small area plan, I-95 HOT lane study. As a lot of commuters use this lot, this project is a multi-modal solution to local citizens. I care about looking at the multimodal studies done by NVTA and DRPT and as we continue to build out communities we need to have express buses, BRT, and more express rail options and move the ball forward in the transit regards. Look at prioritizing projects like the transit center and projects like BRT that expand capacity to give people options.

Unique Commenters: 178

Unique Individual Comments: 731

Unique Project-specific Comments: 720