

Northern Virginia Transportation Authority
Draft TransAction Plan
Public Comments: June 9, 2017 - July 23, 2017

#	Comment	Comment By
1	Making roads 12 lanes wide will not relieve traffic problems. Public transportation keeps increasing the fares which is not the way to go. Affordable and reliable public transportation is the answer. I don't have a PHD Degree but have good horse sense. The major problem with traffic in my area is the continuation of Lockheed Blvd to Telegraph Road, and S. Vandoran that was promised in the mid 50's ,with the land set aside and monies also, that was canceled. This gives all communities along S. King Highway, and Harrison Lane a very difficult and dangerous problem of exiting their streets, onto S. Kings Highway and Harrison Lane.	R. H. Kottemann
2	The most pressing transportation needs in Southern Fairfax County are to widen, from four to six lanes, both Rt. 123, from just north of Occoquan to the Fairfax County Parkway, and the Fairfax County Parkway itself, from Rolling Road northbound for its entire length. Those stretches of roadway are backed up, from traffic signals, even during weekends, which is simply unacceptable.	Gilbert Rothenberg
3	Good morning- My apologies if this is not the correct forum for my comment, but if appropriate I appreciate your consideration. There is a major choke point at the I95 South stretch at Occoquan. Four lanes of 95 condense to three lanes causing major traffic jams often at all times of the day (not just rush hour), every day. With all the construction of the conversion of the HOV lanes to HOT lanes, in an effort to ease congestion (although prices are exorbitant) it seems strange that this choke point, often causing miles of backup, would not be addressed. Many thanks for your consideration	Susan De Ritis
4	I do want to mention that I do not favor putting the Metro train along Route 1 south of Huntington Metro stop. The area is busy enough with the bus to the west. Sent a comment on the neighborhood. I worry also about crime and good parks that are already needed. We are so overseen here. I worry about over development. Thank you, I sometimes take the bus and also drive myself. I worry about safety also.	Annette Wickham
5	Support transit, bike-ped, Metro Extn to Centerville, VRE, BRT projects; Oppose large road capacity improvements	Michael Burrill
6	I live in Manassas Park and work in Washington, DC. The only public transportation option for me is to take the VRE. However, the VRE does not start running early enough to get me to work on time. In addition, there is not enough parking at the Manassas Park VRE station. I currently drive to the Vienna metro station. I leave home at 4:00 a.m. to get to the metro to take the first train from Vienna metro station which leaves at 5:00 a.m. When I travel after work from Vienna metro station to Manassas Park, traffic is horrible on rt 29 (lee highway) and rt 28. Proposed widening of rt 28 will take a long time but I don't see how that will even happen due to all the businesses along both sides of 28. I don't see anything concerning public transportation from Manassas Park. Surely I cannot be the only one traveling from Manassas Park to Washington, DC. I believe that those of us in Manassas Park are forgotten when it comes to public transportation. I would like to see options for those of us in Manassas Park.	Kathy Schrecengost
7	Hello, It is disappointing to see there is a mention of a Route 28 bridge across the Potomac. Building a bridge in this location will destroy one of the oldest, if not the oldest, neighborhoods in the county. A bridge in this location was never in the Loudoun County	Greg Keller

	Transportation Plan, so the County should follow the transportation plan and look to build a bridge by extending Belmont Ridge or by adding the bridge at the easement where the high power lines cross the river at River Creek.	
8	<p>Hi Chris, Please share these comments with NVTa: 1. I was surprised that the "plan" document is so short. I'm certain this is not the whole plan, and disappointed that we don't have more detail about the (2 year!) process that got them to this point, about the participation from jurisdictions, about the modeling process and assumptions, even about the role of the plan vis a vis the project list and the scoring process. 2. I think safety and emissions objectives should have more weight in terms of scoring. 3. Fiscal sustainability is mentioned in the vision statement, but it did not appear to be on the list of performance goals, objectives, or measures. 4. On page 5, the illustration of the "balanced set of programs" is pretty misleading because the size of each circle is the same, but the investment in each area is not the same. There is no definition given to balanced. 5. The maps on pages 6 and 7: are they showing congestion before and after on roadways only? The text says it depicts all the performance measures, but other text uses examples to show why some areas still do not perform "better" under the future plan condition, and it only explains in terms of congestion on new facilities or inability to widen facilities. So, it makes it seem like the map is really just congestion on roadways. Also, the text about widening is misleading because congestion problems cannot be solved by widening, except in the short term. (Induced demand) 6. Why are there white areas on the improvements map related to job accessibility? Why is there a band of dark green? What does that represent? 7. The sensitivity analysis shows that the sprawl scenario reduces transit crowding under the proposed projects, and this is shown on the spectrum as "better". This is misleading because sprawl has negative effects. I think I understand that these scenarios are designed to measure the uncertainty of the future context within which these projects may be implemented, but sprawl is not some external force at work. It is a conscious land use decision by a community. 8. One of the key findings was that "emerging trends in tech and travel may have a positive impact", but the illustration/graph on page 9 show the tech future alternative A underperforms everything else in both examples. It is confusing. Overall, This page would have been more useful if it showed some holistic measure of relative performance under each alternative future scenario. This is an area where much more detail on the future scenario assumptions would be helpful. 9. What role does NVTa have in the "monitoring of emerging trends"? Right now, it seems like conversations about these trends are happening in silos. Can NVTa break those down? facilitate more regional conversations? NVTa can't directly "integrate... vehicles" or "Develop complementary transit and shared mobility services". Would be better to state what NVTa can actually do to help jurisdictions make better decisions on these issues. And ultimately, how would/can NVTa knowledge of those trends actually change the contents of the six year plan, or the success or failure of project applications?</p>	Commissioner Melissa McMahon, City of Alexandria Transportation Commission

9	<p>While the newly released NVTa draft plan contains many commendable projects among hundreds, it has one huge lemon of an idea: the proposal to extend Route 28 to Route 270 in Maryland by building a bridge across the Potomac River. I can't imagine anyone other than a handful of Virginia businesses would support this exorbitant project. It is a bad idea of major proportions and needs to be struck so more reasonable transportation projects can be pursued that serve the area more equitably-- that is: residents, commuters, and businesses alike without direly harming everyone's quality of life (including Mother Nature's cherished non-human creatures.)</p> <p>I urge the NVTa to bear in mind that businesses come and go, but residents and the communities they create are solid, dependable long-term constituents whose interests should be paramount. Serving primarily business interests by building this bridge will not be worth: the huge financial cost; the immeasurable and permanent environmental impact on ecologically-sensitive Broad Run and Potomac River; the ire of voting taxpayers in both VA and MD who would lose significant value in their homes or the homes themselves to eminent domain; the devastation to the historic C&O canal and the surrounding wildlife management area; the gridlock, congestion, noise/light pollution, the diminished air quality, (leading to health problems), etc. from the enormously increased traffic into Virginia; and the eventual flight of many residents to less traffic-plagued jurisdictions, thus undermining the tax base.</p> <p>The time for this outer bridge has not come, it has passed! Funding it, building it, and maintaining it would incur costs we could never recoup. (Don't dare consider this will be a privately-funded toll bridge! We are plagued with too many tolls already!) The problems it will cause far outweigh the benefits. Northern Virginia has so many other pressing and justifiable transportation funding needs. A new bridge cannot be given priority by any logical modern parameters. To believe otherwise is to willfully ignore the realities of living and getting around in Loudoun County.</p> <p>Thank you for your hard work on Northern Virginia's behalf.</p>	Laura J Garrett
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10	<p>Thank you for the considerable effort in researching and assembling the project list. I would like to provide comments on the following proposals. They are intimately related to each other. 1) Improvements to US 15 North, between Route 7 and the Potomac River Project IDs: 190, 286, 307 I am a commuter between Leesburg and Point of Rocks, Md. I have witnessed the increase in traffic volumes (now on each weekday, there is a traffic backup heading north out of Leesburg extending from the northern Leesburg town limits to the Leesburg Outlet Mall, and a traffic backup on northbound US-15 Business at the northern town limits) and traffic accidents, some with fatalities. The traffic volumes exceed the roadway capacity. There is a need to provide more dedicated left turn lanes. At this time, with no river crossing between I-495 and Point of Rocks, Route 15 HAS BECOME the western bypass for the DC metro region. This is evident by the truck volumes and number of passenger vehicles with out-of-state-plates. Because of the defacto-bypass status of this road, volume and safety improvements are needed as soon as possible. 2) Outer Potomac River Crossing Project ID: 24 As a previous commuter between Leesburg and Gaithersburg, Md., I am aware of the acute need for another river crossing. I know of no other metropolitan region in the nation where the distance between river crossings is 45 miles. Because of the lack of crossings, the bridges at I-495 and US-15 are burdened with excessive traffic volumes. If something unfortunate happens to the American Legion Bridge, this will create a nightmare/traffic crisis for the DC metro area. While funding needs to be allocated to study alternatives for a Potomac River crossing, we also need the governor and VDOT to reach out and dialogue with their peers in Maryland, to stress the economic benefits to that state. Perhaps a proposal for a limited-access highway, with no exits in Montgomery County between the Potomac River and I-270, will help to alleviate concerns of Maryland officials on the potential impacts to Montgomery County.</p>	Timothy J. Schott
11	<p>Dear whom it may concern,</p> <p>I'm Han Oh from the Korea Daily which is the leading newspaper that serves the large and growing Korean American population in D.C., Maryland, and Virginia area. Northern Virginia is highly related with Korean community which densely populated area in Fairfax County. I'm concerned about Korean community will not be informed this important information. I'd like to talk with you about advertisement, translation, and interpretation issues. If you have time, please contact me at shanohusa@gmail.com or 202-836-5177. Thank you for your understanding.</p>	Han Oh
12	<p>Dear NVTA Board Members</p> <p>Thank you for allowing the public the opportunity to comment on the NVTA Transaction plan. Transportation is important part of the economy and quality of life within Northern Virginia and I have seen a lot of great projects being constructed around NOVA which will and has helped make life better for all commuters. I really hope the Transaction plan includes more on telecommuting as that is the wave of the future and something which my company has benefited greatly. Telecommuting has boosted our employee morale and reduce the dependence on the road and public transportation network. Knowing that not all employees can telecommute, it is important to continue to strive towards a better NOVA and better region as a whole. With this I strongly support the following projects from the project list to be included in your Transaction plan - the Outer Potomac River Crossing as the American Legion bridge is a nightmare no matter what time or day you travel especially on weekends. The Outer Potomac River Crossing could link up with the ICC in Maryland to provide a better connection to I-95 in Maryland. The economic impacts of having this new river crossing would be huge to northern Fairfax County and southern Loudoun County as well as the region as a whole. I also would recommend that many of the Metrorail projects be included as well as projects for the Virginia Railway Express. Both are very important people movers to NOVA and the entire region. There is also a strong need to increase densities around rail stations and to have more rail service in general from Metro, VRE and</p>	Maria Moretti

	even MARC in Maryland into NOVA. I also support NVTa and its mission as it brings well needed resources and projects to NOVA. In closing thank you for this opportunity to comment on this plan.	
13	While the plan has transit, pedestrian, and bicycling projects, it is overwhelmingly about highway projects and reducing traffic congestion: making it easier to drive. I don't want any more roads. I do want it to be easier to walk and use transit, but projects can go only so far. Traffic is out of control: normally when I walk anywhere, I encounter drivers running stop signs, running red lights, and turning without signalling, all while I and other people are crossing the street, not to mention cars on the sidewalk. This is an enforcement problem and not something that can be solved by construction. However, since so many drivers are indifferent to pedestrians or even hostile to us, I don't want to buy any more roads for drivers. Steve Dunham, Alexandria	Steve Dunham
14	Inside the Beltway, multimodal improvements are NOT enough to address transportation issues. I support road and intersection improvements that improve transportation for the thousands of taxpayers who use the roads. We are already made to pay 4 times: State gas/sales tax, Fed gas tax, regional sales tax, and tolls. We want some ROAD IMPROVEMENTS - not just more tolls on existing lanes with little to no new capacity and more transit. Rt 50 from Jaguar Trail to Manchester is a major bottleneck and leads people to cut through and speed through our neighborhoods. I support the Rt 50 widening project and intersection improvements including better signal timing that is more coordinated and allows for shorter cycles earlier in the evening and does not require side streets and left turners to wait several minutes while the mainline has lots of unused/unneeded green time. I'd also like to see the governments stop spending money on neighborhood speed humps and fix the traffic problem on the mainline so people don't cut through neighborhoods and try to make up all the time lost from mainline congestion and bottlenecks. I support other auxiliary lane projects and segmental widenings that fix bottlenecks, and signal timing projects that better use the lane capacity we have and add. Thank you.	
15	Why is the Bi-County Parkway project listed on this Draft Plan? This project has been voted out in Prince William County multiple times. WE DON'T WANT IT and have fought for many years against it. In fact, just last March of 2016, the Bi-County Parkway Project was removed from the Prince William county's comprehensive plan. As a resident and tax payer in Prince William County who will be drastically impacted by this project, why haven't I heard anything about this plan to re-propose this parkway or been invited by NVTa to attend any scheduled informational meetings?	Misty Gutierrez
16	So many needs in the metro area and the major ones which need to be included and constructed are a new tunnel and station for metro in Rosslyn and rail service through Georgetown, there also needs to be better connections between Arlington and Georgetown by walking and public transit and car, another road and bridge in addition to the existing one on the Beltway north of Tysons which connects to Maryland to handle the amount of traffic which goes over between Montgomery and Fairfax and that bridge also needs to be widen to handle traffic, and there needs to be a replacement to the Amtrak and VRE bridge to and from DC. Transaction plan needs to make sure these major projects are included and built. Other projects which are necessary include more sidewalks and better access to bus stops and utilize VRE more to handle issues with metro service and reduce the number of people who crowd the blue and yellow as well as the orange and silver lines. I don't see much regarding the airports or the purple line connections from Maryland which are also major projects which need to be included.	Frank Burnstein

17	Strongly oppose the BI-County Parkway plan to close the roads through the Manassas Battlefield. This is a Homeland Security issue that was brought up to great concern years ago during the EIS on the Tri County parkway. The park service wants to close the battlefield, with a focus on the 1860s, without regard to the post 9/11 reality that Rt 29 is a primary east to west evacuation alternative to I-66, and I-66 would be inadequate to handle all the evacuation flow during an emergency. If new north to south BI-County Parkway is built - there should be no closing of the current RT-29. It is used by many residents every day, and would be crucial in a national emergency.	Jeff Flading
18	Re: TransAction Project ID #226: "Bicounty Parkway". This was removed from the county's comprehensive plan last year. Like the Undead, it keeps reappearing. Please kill this unloved zombie project once and for all. Gabriel and Irene Gluck, Catharpin	Gabriel Gluck
19	I am against a Bi-county parkway through our residential farm lands around the Manassas Battlefield.	Sheri Barry
20	I fully throw my support behind a plan to create a new Potomac River crossing that connects rt 28 to I270 in Maryland. The American Legion Memorial Bridge is just simply a huge bottleneck during rush hour. I understand the resistance on the Maryland side, but if there was a better way, I haven't heard it yet. Certainly a great argument for public use can be made here. I'm sure there have been many studies on the potential alleviation of traffic on both sides of the river if this was implemented. These need to be highlighted and updated if necessary. I think there would be a great synergy resulting from this crossing for both states.	Tho Tran
21	Mr. Hugo is quite right that it is more than disturbing that Fairfax and Loudoun Counties and Arlington and Alexandria appear to be the decision makers for all things Northern Virginia and are complicitly supported by VDOT. Having been at the meeting with VDOT at the Hilton center some months ago and witnessing the audacity of VDOT to present to Prince William residents what they "were going" to do irrespective of the supposed hearing, I have little faith that the residents of Prince William have any say in the matter. Senator Colgan, a longtime neighbor, stood against the VDOT representatives in that hearing as did two others from our state legislative offices. I wonder who will now stand for us as he/they did then. The late Senator Colgan was especially adamant that routes 29 and 234 would NOT be closed. I think we all recognize the need for change in our rapidly expanding expanding. What we absolutely can't countenance is a "kangaroo court" comprised of Fairfax, Loudoun et al with Richmond VDOT jestering for them. I am a lifelong (74 years) resident of Fairfax and Prince William counties who has witnessed the disappearance of my great grandfathers homes and farms and my own home as a result of "growth". I understand all that, but ask for due consideration by ALL the residents and representatives in the area before recklessly proceeding with this plan.	David G. Brooks SR

22	<p>I am both shocked and saddened to learn that the Bi-County Parkway has reared its ugly head (though I applaud the cleverness of "bait and switch" when you changed the name) and is being pressed forward yet again.</p> <p>The people, the tax paying people have spoken time and again in rejecting this useless, poorly conceived "developer" truck highway.</p> <p>The Rural Crescent as laid out by Prince William County has, by-in-large, maintained its rural character and this truck transportation highway will forever...forever...destroy the landscape, the air quality and the sound quality, the very nature of the area and surely increase taxes.</p> <p>If the project were to take land from the battlefield of 2nd Manassas you would take sacred ground and shame upon the Civil War Trust if they would fight for vague ground to stop a WalMart but toss 2nd Manassas under the bus so the Stone House area could be enhanced. It is a fools argument!</p> <p>Only the developer community, the local Chamber of Commerce, some elected officials with desires for PAC funds want this truck highway.</p> <p>Let this poorly conceived truck highway rest in piece.</p> <p>Truck Highways only help developers since once this Rural Crescent is kicked to the curb, the Rural Crescent will be lost forever and taxes will significantly increase. Proffers are not nearly significant enough to off set the demands from more homes/children.</p>	Joseph Normandy
23	Bi-County Parkway long overdue...ignore the Nimby's, get the County moving again!	Harold Logan
24	The Bi-County parkway was removed from the Prince William County Comp Plan. The citizens of the county do not want this road and have said so too many times and are backed by many political leaders at the local, state, and federal level. Please remove this road from the list of projects.	Michael High
25	Please hold meetings in Prince William County regarding new highways. We will be heavily affected if you go ahead with funding even though the Board of County Supervisors for our county removed the item from their plans.	Carol Deakman
26	I do not support the bridge over route 28 to Maryland. It is unnecessary, there have not been enough studies to justify the cost or need, and the environmental impact to the Potomac River would be tremendous.	Rodney Bozo
27	<p>Hello my top two items to help elevate traffic congestion.</p> <p>My priority Comments for Segment 9-1, US 15 — Potomac River to Rt. 7 with a performance rating of 11.8 are as follows:</p> <p>(1) Accelerate this project ASAP to relieve congestion in 2018. 13 286 Roadway Route 15 Congestion Mitigation Improvements Implement congestion mitigation improvements, including roundabouts and reduction of left turning movements, on Route 15 north of Leesburg</p> <p>(2) Implement this improvement in 20189 if possible: 11 190 Roadway Widen US 15 Widen US 15 to 4 lanes from Battlefield Pkwy interchange to VA 740 (Tutt Lane)</p> <p>Thank you</p>	ROB & Laura Frey

28	<p>To the Honorable Northern Virginia Transportation Authority Members I'm a small business owner in Northern Virginia. I'm interested in future of transportation in Northern Virginia. I read the draft plan and project list. I hopeful there is more details provided for your draft plan. More explaining the analysis is needed. As a small business owner I have seen many changes and hedging a lot of hopes on telecommuting which has been beneficial to my company and employees. I am shocked to see that there is nothing related to a telecommuting policy for the future in your draft plan. Since implementing our telecommuting program we have been able to recruit new talent and retain my hard working employees. Telecommuting will be a major part of the future and traditional travel patterns will continue to go the way of the dinosaur in the future so more emphasize should be placed on using telecommuting as a way to reduce congestion as technology has made the physical need to go to office unless in most cases. My goal in the future is to have 100% of my employees telecommuting 100% of the time within the next two years to reduce my leasing cost for office space. Not all can telecommute but it is growing and should be more focal in your draft plan. It may be in your scenario B but it should included in your project list.</p>	
29	<p>No new Potomac River bridge in LOUDOUN County, please!! NO NEW POTOMAC RIVER BRIDGE IN LOUDOUN COUNTY/Broad Run Farms!</p> <p>â€¢ Project ID 24, Outer Potomac River Crossing, will only benefit developers looking to expand their operations in Maryland and some larger businesses, like Dulles Airport, but these benefits will be at the enormous expense of Virginia residents.</p> <p>â€¢ Project ID 24 is listed 4 times in the project list, as improving 4 segments. There is no explanation of how it would reduce congestion on any of those segments. It is likely to make traffic worse on many, if not all, of them.</p> <p>â€¢ A new bridge will cause more traffic problems than it solves, and will divert resources from needed east-west commuter route improvements.</p> <p>â€¢ A new bridge will negatively impact Virginia home values in the areas of eastern Loudoun/western Fairfax.</p> <p>â€¢ A new bridge in eastern Loudoun could threaten a major drinking water source for the region by interfering with an EPA Superfund site just upriver of the Fairfax County water intake.</p>	Tiffany
30	<p>To the Honorable Northern Virginia Transportation Authority Members</p> <p>I'm a small business owner in Northern Virginia. I'm interested in future of transportation in Northern Virginia. I read the draft plan and project list. I hopeful there is more details provided for your draft plan. More explaining the analysis is needed. As a small business owner I have seen many changes and hedging a lot of hopes on telecommuting which has been beneficial to my company and employees. I am shocked to see that there is nothing related to a telecommuting policy for the future in your draft plan. Since implementing our telecommuting program we have been able to recruit new talent and retain my hard working employees. Telecommuting will be a major part of the future and traditional travel patterns will continue to go the way of the dinosaur in the future so more emphasize should be placed on using telecommuting as a way to reduce congestion as technology has made the physical need to go to office unless in most cases. My goal in the future is to have 100% of my employees telecommuting 100% of the time within the next two years to reduce my leasing cost for office space. Not all can telecommute but it is growing and should be more focal in your draft plan. It may be in your scenario B but it should included in your project list.</p>	Li Haung

31	<p>This plan appears to be a continuation of the thinking that led to the current gridlock in Northern Virginia. Instead of carefully analyzing targeted improvements to roads and transit, it instead recommends widening roadways throughout Northern Virginia. It includes unrealistic and cost-prohibitive road segments like the Outer Potomac crossing, but the transit items included however are minor.</p> <p>It is unclear to me how this plan in any way addresses Goal 3 to "Reduce transportation related emissions." These additional lane-miles would cause significant induced demand for driving and associated emissions.</p> <p>This plan should be rethought to focus on a small number of highly effective projects that truly meet the goals outlined.</p>	Joshua Lurz
32	<p>Meeting on the 13th: Good morning:I would like to speak at this meeting.Regards.Carol A. Kearney, Realtor._____ Remove Project ID 24 Outer Potomac River BridgeThis bridge will not relieve traffic, but in fact it will increase traffic by inducing more development, particularly from Maryland. None of the actual traffic studies done so far have indicated that it will remove significant trips from the American Legion Bridge. The project will sap resources from the needed projects on your list, and will in fact reverse the positive effects of many of them. Please remove it before we waste any more time and resources on this boondoggle. Let the public see the initial scoring of project 24 that you have already done, and let us see traffic modeling of the other draft plan projects without this project included. Do this before you approve your project list in October. Then let us all move on to projects in your plan that can really help.</p>	Carol A. Kearney
33	<p>Thank you for this update. My biggest area of concern is highway and route improvements. Specifically in the area of design. As a global traveller I understand that traffic circles versus lights are utilized. While the route 15 corridor utilizes traffic circles they simply are NOT a good solution. The average driver does NOT know how to navigate and therefore there are a number of accidents. The costs to consumers in time and car damage exceeds the cost of effective intersection design. Traffic circles are not a viable option on heavily traveled roads.</p>	David Miles
34	<p>I noticed that the Bi County Parkway is listed in the Regional Transportation Plan. How did this get back on the plan? I thought it was taken off a year or two ago. Also why aren't there any public hearings listed for Prince William County?</p>	Dennis Norkus
35	<p>As a Gainesville resident, I strongly support additional new roadways and widened roadways to/from western Prince William County and points east and north. There are a lack alternative routes to I-66 to points east and the Dulles Corridor to north, all being 2-lane rural roadways or 2-lane route 29 thru the battlefield. With I-66 becoming more congested, we need reliable alternatives that provide a high level of mobility. This includes a widened US-29 / Battlefield bypass (Gainesville to east), and a new north-south roadway into Loudoun County. The existing 2-lane roadways are increasing congested and unsafe. Congestion is continuing to grow, and not building these improvements is not an option. This sentiment is likely held by most residents, but gets overshadowed by the anti-growth attitude of rural landowners in western Prince William County.</p>	Jerry Mrykalo
36	<p>This parkway/roadway/boondoggle has been debated again and again over several decades. The result of each debate is that there are other, less costly and disruptive alternatives to this project. The only reason to build this project as designed is to line the pockets of the developers who have worked behind the scenes to further their interests and not the interests of those most affected by this. DO NOT APPROVE THIS PROJECT!</p>	Donald G. White

37	Representing Fairfax Trails and Streams, I encourage you to support Transaction Project ID 138, the Bike/Ped project in Fairfax City. It improves bike/ped access to Metro and serves as an alternate parallel-to-I-66 bike trail on the south side of I-66. In addition, it provides a crucial benefit to the Gerry Connolly Cross County Trail, which can avoid 3 miles along Blake Lane/Jermantown Road. instead the GCCCT can follow a mostly off-road route here. It would cross I-66 at Rt 123 (along an excellent route we have helped VDOT generate), follow the Snyder Trail in Fairfax City to the recently-completed Pickett Road Underpass.	William Niedringhaus
38	This proposed road would be a disaster to the people living in northern Prince William county. Over and over again citizens have clearly and overwhelming voiced opposition to this road. When is the will of the taxpayers considered?	Rosalie Horton
39	No Potomac River Bridge	Charlene Pelto
40	With regard to TransAction Project ID 226 (Bi-County Parkway) I urge you to prevent this road from being built. This is the worst idea for spending transportation dollars. This area of Northern Virginia is still desperately in need of more and bigger east-west roads not a north-south road that will make the current traffic nightmare worse. As a resident of Prince William County, I believe we should have a chance to see the NVTa plan and provide feedback at a town meeting.	Richard Waller
41	I noticed while looking at the plan provided, there were only "Benefits" listed of the proposed bridge crossing. There were no "Cons" listed. I am sure that if there were accurate studies, not studies performed and/or paid for by developers, the data would show just the opposite effect. We as VA taxpayers, will be paying the 20 billion plus in costs to build a NEW bridge that is not beneficial, nor wanted by the people. Those who stand to benefit are the developers, who will be building more shopping centers, more town centers, and causing more population and traffic congestion than we have now. I personally take offense at the thought of paying for a bridge crossing (that I do not want) to make developers more wealthy than they are now. I STRONGLY OPPOSE!!! I do not believe that the State of VA has the money to begin a new project, that may or may not be successful. Why do we want to build and pay for a bridge that is not within our state's border? The funding for transportation should go into existing roads that we have. Widening roads, changing the transportation modal, fixing potholes and streets in ill repair! Oh, how about the 13,000 plus bridges in VA that are considered to be structurally deficient? Do we ignore this problem while we invest a huge chunk of our transportation funds into a new bridge? VA isn't keeping up completely with the bridges in our own state, much less bridges that we will be paying for (don't believe that the bridge will be totally funded by tolls). I live on the VA side of one of the possible bridge crossing sites. Obviously, I am not happy with the crossing at all, going through my neighborhood. If I did not live in Broad Run Farms, say I lived in Lansdowne, or Lowes Island (though I'm not wealthy enough), I still would not want a bridge crossing. There is so much wildlife in our area, bald eagles, bears, raccoons, fox, and the list goes on. The neighborhood also has much historical value dating back to the Civil War. There are at least two Civil War homes here in Broad Run Farms. One of those homes was part of the Underground Railroad. There is also a rich Native American History. Should we destroy that as we have a lot of Loudoun County by building more roads, and bridges? Fix what we have, take care of our historical and environmental resources. NO NEW BRIDGE CROSSING!!! Mary Holsinger	Mary Holsinger
42	No bridges in Loudoun county or over Broad Run Farms property absolutely no bridges we don't need anymore traffic, chaos, safety concerns or a mess in the neighborhood.	Mahmoud A. Khatib

43	<p>Dear Staff,</p> <p>My business is located in Prince William County as a Service Disabled Veteran Own Small Business. I receive the information from the local business.</p> <p>Kindly tell us how can we do business with your organization to support your project needs.</p>	Minerva McDonald
44	<p>Re the prospect of another Potomac River bridge north of the American Legion Bridge:</p> <p>I oppose any plan to build a bridge across the Potomac using Rt 28 as a Virginia feeder route. It is already over capacity. Adding cross-river traffic would not relieve congestion, it would compound it.</p> <p>The Loudoun County Board of Supervisors has authorized a letter supporting such a bridge. That represents the Board's connections with the local business community, not the popular will of Loudoun citizenry.</p>	Jim Kelly
45	<p>I drive 28 going north from Manassas to Herndon every day. This is one of the worst traffic disasters I have ever faced. I find it ridiculous that all these years nothing has been done. It's time to do something, with more people traveling this route each day, more housing going up constantly, there is no excuse for this disaster. We need to fix this now!</p>	George Tarnovsky
46	<p>No new Potomac River bridge in LOUDOUN County!</p> <hr/> <p>A new bridge across the Potomac will negatively impact home values in areas of eastern Loudoun and will NOT help congestion. In addition there will be many long time Loudoun County residents who will lose their homes.</p>	KENT L. BARKER
47	<p>I do not want another bridge across the Potomac as it will adversely affect property values in Loudoun County near where it crosses. It will only ADD to the traffic problems we are having here.</p>	Teresa Barker
48	<p>City of Falls Church Comments on TransAction Draft Plan <u>Public Input</u></p> <ul style="list-style-type: none"> i. Public input regarding transportation spending preferences be included in the TransAction, ii. Levels of funding in the draft plan as well as future programming of regional funding be aligned with public input, and iii. A report be provided explaining how public input has been accommodated in the draft Plan and future programming decisions. <p><u>Planning for Future Growth</u></p> <ul style="list-style-type: none"> i. Information about these trends be included in the public materials, and ii. RACs be included on all maps to provide context. <p><u>Cost Transparency.</u> Information about project costs be included in the draft plan.</p> <p><u>Long Term Benefit</u></p> <ul style="list-style-type: none"> i. An analysis of the draft plan be completed that confirms there are sufficient projects included in the plan that each member locality can access its full share of long-term benefit through the planning horizon year, 2040. ii. As provided in the six-year programming framework, an estimate of long-term benefit be completed that assesses long-term benefit both for projects that have fully closed out and projects that have been programmed. <hr/> <p>Dear Ms. Backmon,</p> <p>The City of Falls Church respectfully submits these policy and project comments in regards to the Northern Virginia Transportation Authority's (NVTA) draft TransAction Plan and requests that all of the City's recommended projects be included in the plan.</p> <p>Role of Transportation</p> <p>Transportation is a means to an end, and City staff is supportive of identifying larger goals for transportation as included in the draft TransAction vision statement: Vision Statement:</p>	P. David Tarter, Mayor

"In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable."(TransAction Plan Draft for Public Comment, Page 3).

This approach to transportation planning is consistent with state transportation policy. The SmartScale funding program recognizes the importance of connecting across planning disciplines. Consequently, the SmartScale process gives higher ratings to those transportation projects that support land use and economic development goals.

Public Input

Through the public engagement process, the public provided input on how funds should be allocated across transportation modes. The table below compares the public input received against the funding allocating in the draft plan.

Transportation Mode	Public Input1	Draft Plan2
Transit	40%	53.4%
Roadway	23%	44.2%
Bike & Ped	12%	0.9%
Other & Multimodal	26%	1.5%

Investment in multimodal transportation options is recognized by the Metropolitan Washington Council of Governments (MWCOC) as an effective solution to congestion reduction. In 2010, the MWCOC adopted the Region Forward plan. That plan noted that a source of congestion in the region is a lack of transportation choices (page 18). Consequently, one of the plan goals is to reduce reliance on single occupancy vehicles (page 9).

The City requests the following:

1. Public input regarding transportation spending preferences be included in the TransAction,
2. Levels of funding in the draft plan as well as future programming of regional funding be aligned with public input, and
3. A report be provided explaining how public input has been accommodated in the draft Plan and future programming decisions.Planning for Future Growth

The adopted MWCOC Round 9.0 cooperative population and employment forecasts show that between now and 2040, 60% percent of population growth and 72% percent of employment growth in Northern Virginia will occur in regional activity centers (RACs). Further, in 2016, over 60% of all motorized trips either started or ended in a RAC, and travel demand in RACs is expected to increase with population and employment growth. With the amount of public funds being invested, it is critical that the NVTa support these efforts and solve tomorrow's problems, as well as today's. The City requests that:

1. Information about these trends be included in the public materials, and
2. RACs be included on all maps to provide context.

Cost Transparency

In the interest of planning transparency, it is important to include information about expected project costs. This allows for a more informed public decision making process. Therefore, the City requests that:

1. Information about project costs be included in the draft plan.

Long Term Benefit

Under Virginia code Section 33.2-2510.C.4 each locality's total long-term benefit shall be proportional to the revenues attributable to that locality. Not only is this requirement a

	<p>mandate in state code, it is also an important basis for fairness – that each jurisdiction benefit in</p> <p>1 NVTa, “TransAction Update: Public Engagement Summary,” Northern Virginia Transportation Authority, January 12, 2017, http://www.thenovaaauthority.org/wp-content/uploads/Authority-Meeting-Packet-1-12-2017.pdf, page 6.</p> <p>2 NVTa, “TransAction Plan Draft for Public Comment,” Northern Virginia Transportation Authority, Spring/Summer 2017, http://nvtatransaction.org/wp-content/uploads/2017/06/Draft_TA_Update-v13.pdf, page 5. accordance with what it contributes.</p> <p>To ensure that this mandate can be carried out, the City requests that:</p> <ol style="list-style-type: none"> 1. An analysis of the draft plan be completed that confirms there are sufficient projects included in the plan that each member locality can access its full share of long-term benefit through the planning horizon year, 2040. 2. As provided in the six-year programming framework, an estimate of long-term benefit be completed that assesses long-term benefit both for projects that have fully closed out and projects that have been programmed. <p>Draft Project List</p> <p>The draft project list includes several projects in or near the City. Several multimodal projects requested by the City are included in the draft list, including the 2nd Entrance to the East Falls Church Metro Station and multimodal projects in the City’s commercial corridors. The projects noted below that are within the City as well as the 2nd Entrance to the East Falls Church Metro Station are included in the City’s Comprehensive Plan. Projects outside the City are included in one or more neighboring jurisdictions Comprehensive Plans, Small Area Plans, and/or Capital Improvement Programs. See the table below for a complete list of projects in and around the City. It is the City’s understanding that the project costs shown in the table are the project costs that are included in the draft TransAction Plan.</p> <table> <tr> <th>Project ID</th><th>Project Name</th><th>Project Cost (Draft Plan)</th></tr> <tr> <td>1</td><td>VA 7 Transit: Tysons - Mark Center</td><td>\$267,000,000</td></tr> <tr> <td>19</td><td>Seven Corners Ring Road Improvements</td><td>\$712,500,000</td></tr> <tr> <td>22</td><td>Bike Lanes Route 7 - Alexandria to Seven Corners</td><td>\$600,000</td></tr> <tr> <td>50</td><td>East Falls Church Metrorail Station Second Entrance</td><td>\$80,800,000</td></tr> <tr> <td>54</td><td>Falls Church Multimodal Improvements</td><td>\$30,300,000</td></tr> <tr> <td>58</td><td>East Falls Church Metrorail Station Multimodal Improvements</td><td>\$7,000,000</td></tr> <tr> <td>118</td><td>East Falls Church Bikeshare Connections</td><td>\$3,000,000</td></tr> <tr> <td>132</td><td>Enhanced Bus Service - Falls Church</td><td>\$23,000,000</td></tr> <tr> <td>133</td><td>Enhance regional bike routes (W& OD) - Falls Church</td><td>\$4,000,000</td></tr> <tr> <td>333</td><td>East Falls Church Metro to Seven Corners Transit Boulevard</td><td>\$28,200,000</td></tr> <tr> <td>334</td><td>Falls Church Metro Station Access</td><td>\$10,100,000</td></tr> <tr> <td>335</td><td>Regional Bike Connections - Falls Church</td><td>\$300,000</td></tr> </table> <p>On behalf of the City and our citizens, we strongly support inclusion of each of these projects in the final plan. Separately and together they meet all applicable standards for inclusion. We would be pleased to provide any additional information that you would desire. Sincerely, P. David Tarter Mayor</p>	Project ID	Project Name	Project Cost (Draft Plan)	1	VA 7 Transit: Tysons - Mark Center	\$267,000,000	19	Seven Corners Ring Road Improvements	\$712,500,000	22	Bike Lanes Route 7 - Alexandria to Seven Corners	\$600,000	50	East Falls Church Metrorail Station Second Entrance	\$80,800,000	54	Falls Church Multimodal Improvements	\$30,300,000	58	East Falls Church Metrorail Station Multimodal Improvements	\$7,000,000	118	East Falls Church Bikeshare Connections	\$3,000,000	132	Enhanced Bus Service - Falls Church	\$23,000,000	133	Enhance regional bike routes (W& OD) - Falls Church	\$4,000,000	333	East Falls Church Metro to Seven Corners Transit Boulevard	\$28,200,000	334	Falls Church Metro Station Access	\$10,100,000	335	Regional Bike Connections - Falls Church	\$300,000	
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49	I fully support Loudoun County Supervisor Ron Meyer's proposed Greenway Alternative. The population of Loudoun County west of Rt 28 continues to grow, with very, very few East-West corridors for the increased traffic. The Greenway is cost prohibitive, so Mr. Meyer's proposal is not just a nice-to-have; its critical. I urge you to support it.	Michael Carr																																							
50	We should not be cutting through neighborhoods to create more highways to carry more traffic. There are already too many roads/highways in Loudoun, contributing to more traffic, noise, and pollution. I do not want a new Potomac River bridge in Loudoun.	Thomas Kelly																																							

51	<p>Marty,</p> <p>My name is Katrina McNair and I live at Manassas Park Station. My address is 9570 Walker Way, Unit 50 Manassas Park, Virginia 20111. You can reach me on my cell at (571) 379-1568 or by email kr.McNair@gmail.com. It recently came to my attention that the Northern Virginia Transportation Authority has placed the Bi-County Parkway on its TransAction Plan for consideration for funding. We thought that we had killed this.</p> <p>Please hold at least one meeting in Prince William County prior to the July 23rd comment deadline.</p>	Katrina McNair
52	<p>My wife and I are very upset that this destructive road is again on the agenda, when it had clearly and fairly and democratically been taken off by the county board of supervisors! We moved to our two acre here on Sanders Lane ten years ago for the peace and quiet and the very low traffic and the fact that we were on a secondary road and in the so called Rural Crescent. Our lives and plans have been filled with turmoil due to the long, long plans of some in the county to have this travesty imposed upon us and our good neighbors. Many of us, my wife and I included, have not been able to plan our property - to maybe put in an addition on our house or add a garage because we would be gambling with the greedy politicians in this county who value business development over the well being and strong wishes of its own citizens. If we had decided to put in any work on our property, how could we know if these politicians wouldn't force this atrocity down our throats, and we would be left with a damaged homestead, and perhaps even loss of that imagined improvement. This road has been forced by someone (not hard to guess) back onto the agenda when it had been taken off due to the worries, complaints, and concerns of us here in the Rural Crescent. Put this road back into the trash heap where it belongs, along with the petty politician and business butt kisser who keeps trying to ram this BS through.</p>	Jonathan M. Streufert
53	<p>No New Potomac River Bridge in Loudoun County.</p> <p>A New Potomac River Bridge will ruin the peaceful community in eastern Loudoun County.</p>	Kanstantsin Pekarski
54	<p>I do not want a new Potomac River bridge in Loudoun County. I moved to this county because of the peaceful nature here compared to the heavy traffic, noise, and crime in DC. I think adding a new Potomac River bridge in Loudoun County will ruin our peaceful community.</p> <p>Thank you</p>	Alison Pekarski

REMARKS OF CATHY MARSHALL, MANASSAS, VIRGINIA

Cathy Marshall
(see #644 too)

I am glad you have undertaken a joint study with VDOT for improvements to Route 28 through Yorkshire and Manassas Park, from Liberia Avenue to the Fairfax County line. Fairfax is slated to widen to three and possibly four lanes their portion of Route 28 that is not already three lanes. This is by far the most traffic-congested road in Prince William County, crawling at less than 10 MPH average during rush hour. Yet, despite this fact, the road has not been prioritized by either the local governing body or the NVTa. Instead, many additional very dense developments that feed onto Route 28 have been approved including some 400 apartments right on 28, roughly 150 homes at Cayden Ridge and another 175 homes at Richmond Station. This does not include the 613 residences approved in Manassas Park since 2012 despite Route 28 being the main thoroughfare! Other projects including 400 homes at the corner of Liberia Avenue and the Prince William Parkway are also under consideration in the Route 28 corridor. When will the poor commuters be treated with the respect they deserve?

My point: Increasing taxes, creating new Transportation Authorities, and imposing \$92/day HOT lanes on I-66, will not solve our traffic woes so long as localities keep adding to dense developments.

I find it mind boggling that the "Transportation Impact Analysis" developers are required to submit when they apply to the county for a new development, study only the development's impact along the perimeter of the development. There is no requirement to study wider impact on nearby or major arteries! Who does that benefit? The developer, of course! No wonder we have gridlock in Northern Virginia! I am not aware of any multi-million dollar traffic studies that call attention to this fact.

Prince William County is looking at yet another development of 400 homes which will change our Comprehensive Plan in the Semi-Rural crescent. The Semi-Rural Crescent calls for one house per 2.5 acres. Stanley Martin wants to build 400 homes, mostly townhomes on this Semi-Rural parcel of roughly 50 acres. This change was "initiated" for study by the Supervisors. Unfortunately, of the 50+ projects that required Supervisor initiation before changing Prince William County's Comprehensive Plan, only one was ever denied. So much for our Comprehensive Plan controlling growth!

The reason I bring this up here, is because traffic is tied to development, pure and simple. The more dense developments approved by localities, the greater the road gridlock. It's just common sense. I understand the NVTa does not get involved in zoning. But you certainly would get involved in approving roads that will increase development, such as the Bi-County Parkway!

We absolutely know that this Bi-County Parkway from Prince William County into Loudoun will open up huge undeveloped tracts belonging to developers. Bob Buchanan, a major developer who advocates for a new bridge over the Potomac, owns a good portion of the land the Bi-County Parkway will open up. Obviously we could use another River crossing but its purpose would be defeated if numerous new developments spring up.

In 2013, the Virginia General Assembly voted for a higher sales tax in Northern Virginia and high taxes on car sales, vehicle and tangible personal property, vending machines, heavy equipment, recordation taxes on commercial, industrial and residential real property sales, taxes on home sales, hotel stays, all to be spent by the NVTa to fix our roads!

	<p>If the NVTa decides to build the Bi-County Parkway, in spite of the fact that the Prince William Supervisors took it off their Comprehensive Plan, then taxpayers' will pay for a road to help developers and add to the traffic congestion. This is the exact opposite of what the NVTa was supposed to do. These developments will, of course, benefit the huge foreign conglomerates building the expensive HOT lanes on I-66 because I-66 will get even more crowded. By the way, that foreign conglomerate includes Ferrovia and Cintra which have gone bankrupt on HOT lanes in Texas and Indiana.</p> <p>How about reexamining the old Tri-County Parkway configuration which had been on the books for decades? All of the rights of way are already bought up and it would not open up new areas for development. Please take a closer look at the old Tri-County Parkway, remove the Bi-County Parkway from your latest TransAction plan, and improve Route 28 very soon. Thank you.</p>	
56	<p>It appears a plan is to shut down part of 234 and run traffic down featherbed. This would simply shift traffic from splitting the battlefield at the first battle to the place of the second battle. In fact, that road would, old groveron road, runs along the battle line of the second battle.</p> <p>I do not see how this is a long term solution. The focus should be is how to open up the battlefield so that tourists could freely come, learn, and take in the historic events that were so important to our country. This location is just as historic as Gettysburg and people visiting the district can easily make a day to see it. It loses its significance when seeing the area means risking your life to cross the street.</p> <p>I would recommend to start by reducing traffic. Opening the old balls ford to reconnect back with old post office and Compton. A good portion of traffic is coming from or going to Manassas. This would allow these people connect to Manassas without driving through the battlefield. Building out Pageland would also be another way to direct traffic away from the battlefield.</p> <p>Finally, when a lane was added onto 66, it made an enormous impact on reducing driving time from Centreville to Manassas. It did stop short at 29, so traffic continued to back up. When I travel around the world or other great cities, I see cities building roads to handle the future traffic, not always playing catch up. Safely getting people quickly to work and home should be a priority for any politician. Currently, when 66 is backed up, people jump off onto 29 to try to save time. I would recommend to build out 66.</p> <p>Adding one lane reduced my commute time from 45 minutes to 20-25. Imagine what rush hour would look like if there were 5 or 6 lanes on each side.</p> <p>Ultimately, preserving one of the largest parks in northern Virginia and one of such historical significance should be part of our legacy. Reducing commutes should be the other. There may be fighting on how to do it, but not on doing it.</p>	Patrick Harders
57	the graphics on pages 7 and 8 of the draft plan are clipped	Trevor Lowing

58	<p>Dear Members of the Northern Virginia Transportation Authority: Thank you for the opportunity to comment on the Draft Regional Transportation Plan. You are to be congratulated on the completion of this extensive, comprehensive document detailing the needs and proposed projects. The Richmond Highway (Route 1) Corridor is the oldest developed part of Fairfax County, and attention had turned to newer areas. However, greater opportunities associated with redevelopment are now being recognized. As the entity charged with revitalization and economic development in the Corridor from the Beltway to Fort Belvoir, SFDC is, of course, a proponent of projects 89 (BRT) and 213 (Richmond Highway widening). We believe that these projects are key to promoting economic opportunity in this corridor, as well as enhancing bicycle and pedestrian safety, and reducing bottlenecks for those traveling from other jurisdictions. The Draft Plan's aggregation of roadways into various corridors is quite appropriate. While Route 1 is not identified as extremely congested as is Interstate 95, improvements to Route 1 will also ease I-95 congestion, a fact which is recognized by Route 1 and I-95 being included together in Corridor 8. Provision of transit is also about economic growth and, by extension, enhanced revenues for Fairfax County and the Commonwealth of Virginia. In his review of a new study by Hsieh and Moretti, Richard Florida states, "[I]nvestments in transit are more than just a short-term stimulus or way to alleviate congestion. They are a way to improve the long-term capacity of the economy to generate greater productivity, increase growth, and create more good jobs." https://www.citylab.com/equity/2017/06/the-other-side-of-hard-to-build-cities/530310/?utm_source=nl__link3_063017 We appreciate your challenge of balancing needs and resources. Please feel free to call upon me or the SFDC Board of Directors if we can provide any additional information or assistance. Sincerely yours,</p>	<p>Edythe Frankel Kelleher, Executive Director Southeast Fairfax Development Corporation</p>
59	<p>Sir/Ma'am-</p> <p>As a Beltway Legion Bridge commuter for over 5 years now, I have been closely tracking the critical issue of a second bridge over the Potomac to alleviate pressure on the Legion Bridge.</p> <p>Summary is below (all reference upon request)</p> <ul style="list-style-type: none"> - "Status quo" mentality on Fairfax-Loudoun side of the river; shocking that anybody finds Legion Bridge traffic somehow acceptable, much of it created by Loudoun's growth, when the solution is so obvious (eg, Loudoun should cross up-river). - Outright resistance by Montgomery County, which is far more impacted by the traffic (I can personally/daily attest to this); Equally shocking they chose to suffer the economic, environmental, and quality-of-life impact of their own inaction. <p>The issue needs to be advocated at the STATE-level, with VDOT leading the way, and MDOT placing the interests of the States and the Region, over those of Montgomery County property owners. Pay them a fair rate under eminent domain, and get the job done</p>	<p>Todd Oja</p>

60	<p>NVTA(uthority),My name is Rick Bacon, and I am a nearly 20 year resident of Northern VA. I have gone over the draft plan and while I love the majority of its projects, I have many concerns with Project ID 24.Project 24 (a new Potomac crossing in Eastern Loudoun) is being inexplicably portrayed as a congestion relief measure. It is nothing of the sort. It will bring traffic to Loudoun and Fairfax that doesn't exist today. This traffic is not local, and most of it will originate and terminate outside of Loudoun. A great deal of weight is afforded to the argument that there exists today things known as a "U shaped commute" and a "C shaped commute." These are, as I understand, commutes from Montgomery to Loudoun, and vice versa, that today take either the Legion Bridge or the Point of Rocks bridge, respectively. In fact, this is a fallacy, as clearly illustrated by your own data graphic (pasted below.) Trips from Loudoun and Montgomery (pink) are barely perceptible. Most Loudoun originated trips are local or go to the east destined for Fairfax, DC or Arlington. Montgomery originated trips are destined for Fairfax and Arlington mostly, but an orange colored line to Loudoun can hardly be seen. Any trips taking the proposed new bridge will be new ones, and a new crossing in Loudoun may be a goldmine for developers, it will bring traffic on Rt 28 and Rt 7 to a standstill and make Loudoun traffic - throughout the county - impenetrable before long. From Falls Church to Leesburg and from Potomac Falls to Manassas, the major arteries of Eastern Loudoun county in rush hours will become like 495 today and it will mostly be cut-through traffic, not originating or destined for Loudoun. It will not be limited to those roads either. As a result of rush hour traffic, drivers seeking alternative routes will be driving through neighborhoods and further clogging minor roads, defeating the impacts of other traffic congestion relief projects.In addition, the argument that the new crossing is needed to aid in evacuation of DC in a disaster is laughable. The proposed alignments are 30 miles outside of DC, so if they get that far, they are evacuated. And recently, the Ashburn area has become home to a large number of the Metro region's darkened data centers and server farms, and already is the site of the FAA headquarter, so Loudoun has become as large a target as DC. Those planning to evacuate DC should probably be looking toward any other direction, otherwise risk running them straight into the next ground zero. In any case, it's a ludicrous argument for a bridge in Loudoun.The other projects in the draft plan, like those of the TPB, are in large part wise and considered options. Multimodal transportation investment, traffic calming, widening and improving interchanges, limiting highway access on major arteries, building around town centers, these all make good sense long term and will actually relieve congestion done in concert with each other. A new Potomac crossing aligned through Loudoun will only pull Montgomery/Fairfax traffic through Loudoun, and create a whole lot of new trips that do not exist today because it is not worth it. The only benefits to be drawn from Project 24 will be to those who want to develop the Agricultural Reserve in Montgomery and expand development in eastern Loudoun westward into the buffer, and commuters between Montgomery and Fairfax. By your own research, the majority of Loudoun trips are overwhelmingly local ones. Please keep it that way. Remove Project 24 from the draft plan please.</p>	Rick Bacon
61	<p>Dear Northern Virginia Transportation Authority,</p> <p>Please include this as my comments to the Transportation commission.</p> <p>My name is Sharon Williams, I am a member of the Unitarian Universalist Church of Arlington, VA and a member of Virginians for Interfaith Community Engagement (VOICE) and Metro IAF. I am a Metro rider who testified to the Metro Board on May 28, 2017. I want more buses in Northern Virginia and a restoration of the bus routes that were taken away by Metro on June 25th. I want the buses to start at 5:00 am weekly. I want more rapid-transit bus lanes. I want Northern Virginia not to widen any roads unless they have plans to add bus lanes to the roads as suggested by this plan. The purpose of this plan should be to get commuters out of their cars. For example, Fairfax County Parkway have no bus routes. This would help people get around in Fairfax County. I live in Loudoun County</p>	Sharon Williams

	now and I walk 2.5 miles each day to the bus. My total commute takes about 2 hours each way to Bailey's Crossroads. Please help public transportation riders like me.	
62	<p>Dear Mr. Albo, Thank you for your e-mail about proposed projects for Fairfax County Parkway. I have driven from Springfield to Reston and back, 5 days a week for 14 years, along the Parkway. I have lived 6 houses away from the Parkway for 30 years. I have a few observations to share. 1) Pope's Head Road Interchange is seriously flawed. I am routinely backed up for 2.7 MILES every day when traveling to Reston, just to get through that light. The wait in the evening going toward Springfield is only ~1.5 miles. It is also a very dangerous intersection; there should be no left turns allowed except with a left turn arrow. Interestingly enough, the traffic is dramatically less between Pope's Head Road and Route 29. It is the intersection of Pope's Head Road and the Parkway that causes a significant delay at most times of the day. Having fixed 123 from 95 to the Parkway, did no one think that the Parkway would not become the de facto "western bypass" from 95 to Dulles and points west. Please, there are things that can be done today, at very little cost, that will help out the Pope's head Road interchange, making it safer and reducing the backup on the Parkway. Start with changing the timing of the light (increasing it for the Parkway) and allowing left turns from any direction only with a specific left turn light. No left-turn-on-red from Pope's Head Road to the Parkway (minimally between 7 AM and 9 AM) will also cut down on accidents. I can assure you it is a very dangerous and actually spooky intersection in the dark. I strongly encourage creating a grade separated interchange at Pope's Head Road. 2) There is no need to make the parkway 6 lanes from 123 to Sydenstricker Road. Firstly, the expense will be enormous: consider the stretch between Huntsman and Sydenstricker – how many \$600,000 houses will need to be purchased to widen the road? There is no median strip along much of that segment, and there is a very long bridge to consider. Secondly, the noise which already makes sitting on your deck impossible (or opening your windows at night) for those adjacent homes will increase, and tall and expensive noise abatement barriers will be justified. You are welcome to visit my home anytime and see/listen for yourself. Thirdly, the timing of several lights along the Parkway need to be reevaluated (e.g. the light at Huntsman Square). The cross streets just need to wait. This would go a long way to reducing the backup on the Parkway. Fourthly, the sun which is always a problem is often responsible for slow downs on the Parkway, AM and PM, and 6 lanes won't change that. I oppose the widening of the Parkway from 123 to Sydenstricker. 3) Widening the Parkway from 123 to 29 will be unnecessary once Pope's Head Road interchange is fixed. Again, the traffic does not justify the expense. The recent widening/ adding the extra lane from 29 to Braddock was nice, but it didn't change the traffic flow which is most affected by Pope's Head Road interchange. I oppose the widening of the Parkway from 123 to route 29. Thank you.</p>	Rosemary Altemus
63	<p>Please stick to the plan as outlined in the transaction plan with regard to Rout 28 between Liberia Road and the Fairfax County line in Prince William County! The Transaction Plan shows the project: Reference # 29, Transaction Project ID 279, as widening Rout 28 to six Lanes.</p> <p>This is the reasonable and necessary plan of action and will match to the six lanes planned for Rt 28 in Fairfax from Rt 29 to the Prince William County line.</p> <p>The Study team led by the Honorable Marty Nohe, my Prince William County Supervisor representative, is considering an alternative of extending Euclid Drive from Liberia through the Residential Neighborhood (My Neighborhood) of Yorkshire Acres, parallel to Rt 28.</p> <p>This is an absurd and highly offensive proposal, which must be rejected. DO THE RIGHT</p>	John Crowe

	THING and WIDEN 28. DO NOT DESTROY OUR NEIGHBORHOOD AND TAKE OUR HOMES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	
64	<p>Hello:I have lived on Lake Drive in Manassas for almost 18 years now. I am urging the NTVA to reject the plan to extend Euclid Ave., down Lake Dr. to intersect with Rt. 28 near Bull Run Creek (Project 358).There are nearly 90 homes along Lake Drive on both the East and the West sides. That's 90 families. Drive down that street on any given day and you will see balloons floating from mailboxes with "Congrats Graduate" or "It's A Boy" on them. Young couples have bought their first homes on that street. Parents have reared their children on that street. Families walk up Lake Dr. to Klein's freeze to get ice cream on hot nights. The school buses take their kids to local schools from Lake Dr. Friends gather around firepits or to play music, or to kayak on Bull Run. Neighbors help neighbors shovel snow out of their driveways when it snows on Lake Dr. People celebrate together and they grieve together. They support one another. So it's not just "a road" that would be gone if this plan is pursued. It's a neighborhood. PLEASE don't destroy our community. We all agree that something needs to be done to relieve congestion on Route 28, but destroying our homes and our lives is not the answer.David Byrd</p>	David Byrd
65	<p>I would like to see small buses - or passenger vans holding maybe 20? people max -running throughout the day.</p> <p>I often visit Philadelphia Their transportation system with buses and local trains (SEPTA) is amazing!</p>	Linda Kovalsky-McLaine
66	I really want safer transportation	Valerie Anne Klaassen
67		Kailey Kefi
68	<p>Since I live close to work, traffic is not to much of a problem, however, there spots that can be improved.</p> <p>Rt. 50, maybe increase to three lanes with a reversible lane during rush hour times?</p> <p>Braddock road seems to still pose back ups, however, opening that extra lane has really helped.</p> <p>Hummer Road can be backed up due to it being only one lane each way...</p>	Claudia Rohaly
69	Every resident of every municipality within 90 miles of Washington, DC is a stakeholder in a safe and reliable mass transit system, and would do well to help bear the cost burden for its operation. This is a regional infrastructure problem that needs a regional solution. The public benefits will will be commensurate with the commitment.	Charles Studholme
70	<p>We need to fix and expand the Metro. Extend how far out it goes and make more metro stops. Improve on quality and reliability and keep it affordable for everyone to use.</p> <p>Continue to improve on walkability in neighborhoods. If possible, make sidewalks bigger. I've never seen sidewalks so narrow and it makes walking past people awkward . (I moved from Florida, where most sidewalks were 8 feet wide.)</p> <p>Keep expanding capital bikeshare in Northern Virginia. It's a great program and with more stations throughout NOVA it'll be used more every year.</p>	Alek Williams
71		Pat Hagarty
72	Ensure adequate stream of revenue for the WMATA system.	Stephen Fong

73	<p>Hi,I am multiply disabled. I don't see anything about disability accessibility and disabled people's safety in the draft plan. I was hit by a car, while crossing the street, in June 2016. I am concerned that unless the plan addresses disability accessibility and disabled people's safety, some of us will be hit again. I have a strobe sensitivity, and a sound sensitivity (hyperacusis).Do to my strobe sensitivity, flashing lights, such as the strobe lights on county vehicles, hazard lights, turn signals, and other safety signals can be dangerous for me. I get blinded, disoriented, and unbalanced, especially when flashing lights come from multiple directions, such as tiurn signals at intersections. I often end up strumbling about, and sometimes stumbling into the street, after being hit by flashing lights. I sometimes suffer migraines, and once vomiting, after being hit by flashing lights. I have not had seizures, but other people with other strobe sensitivities could.Do to my sound sensitivity, loud noises, such as backup beepers, sirens, car horns, and construction noise can be dangerous too. I wear ear protection when going outside. The ear protectors are rated 37 nrr and the plugs 26 nrr, but together they only provide about 15 dB of protection. Even with this protection, backup beepers and sirens are loud/painful enough to knock me to the ground. At times, I have been knocked to the ground and pinned there while crossing the street. Other times, I have been knocked to the ground and pinned there while trying to walk down the street. Other noises are often loud/painful enough to interfere with my ability to walk, even if they don't knock me to the ground.Obviously, I can't drive a car. I haven't been able to use the Metro system either, in some time.Please work to make public transportation, public crosswalks, public sidewalks, and public paths more accessible for all your residents.Thank you,Marja Erwin</p>	Marja Erwin
74	Please support increased public transport, pedestrian and bikeways.	Mary Ann Rudy
75		Linda Centorrino
76	<p>I am the originator of a plan that serves two purposes congestion and evacuation. No one addresses these factors. The local scene is well established but the factors I mention no matter how many comments never mention evacuation. Growth can never keep up with traffic congestion. OARS is the name of my system.however what we propose VDOT will negate as they have their own agenda. I was a former Commissioner on the LC Transportation Board a few years back. The growth of the County is not resiliet to meet the future..</p>	norman duncan
77	<p>TransAction should be considered as the basis in Northern VA for a transit tax initiative. The fate of that initiative likely will be decided in a referendum on a general election ballot. If you agree with these premises, then TransAction needs to be structured to appeal to a broad cross-section of the electorate. Atlanta and (decades ago) Houston offer models of such a ballot initiative. To achieve success, TransAction needs to include four sectors of projects:</p> <ul style="list-style-type: none"> - Projects for street and highway improvements within a specified percent range of total revenues; - Metrorail Capital (maintenance and limited expansion) projects within a specified percent range of total revenues; - Bus subsidies to include operations and equipment amortization within a specified percent range of total revenues; and - Paratransit subsidies (seniors, people with disabilities and human service agency transportation) to include operations and equipment amortization within a specified percent range of total revenues. <p>Paratransit services tend to use the least expensive vehicles that tend to provide rougher</p>	Steve Yaffe

	<p>rides and wear out quicker. Operating costs are a drain on localities and WMATA. At the same time, demand for paratransit rides in suburban areas is burgeoning, and some suburban neighborhoods are more efficiently served by structured general public demand-response services than by fixed route bus (especially off-peak hours).</p> <p>This strategy is intended to attract the support of a wide variety of citizen and interest groups.</p>	
78	<p>I strongly oppose the plan to build a bridge across the Potomac, extending from Route 28. -- First, self-interest -- the straight-line version (which I understand may change in application) runs almost literally through my back yard, and I've invested too much in sustaining and raising our home's value to find this at all acceptable.-- Second, I don't what this improves for Loudoun County. Is there a statistic, please, for how many local commuters have a daily need to access 270? I suspect most sensible commuters with that daily burden wisely chose to live closer. -- I am unconvinced this will improve traffic congestion. I'd be interested to see models (and real-world data from comparable projects) proving that, particularly in light of the long-planned Kincosa build, which will have its own impact on local traffic patterns.-- While this may attract some new businesses (or may not), we locals are not lacking for options...It's not like our town is getting its first stop light and Dairy Queen.This also seems like a lot of anxiety, effort, and taxpayer money invested in advanced consideration of project wholly opposed by the Maryland bodies required to support this proposal.I fully object to this measure and as a local voter would gladly vote down every transportation-benefiting bond in the future, if the proposal were to gain any further traction.</p>	Chris Richter
79	<p>I and my wife are very much in support of the bi-county parkway. The cost in health and finance to the residents, businesses and workers is enormous with outdated and inadequate roads.</p> <p>Building roads does NOT bring development – new jobs and population growth bring development. As can be seen with gridlock, even gridlock does not discourage people from coming (a theme sounded over and over by opponents of better roads who believe bad roads and the costs to the economy and the health of the residents from accidents, lost time commuting, pollution due to idling engines (cars are not built to idle efficiently, they are meant to be driven!) is immaterial.</p> <p>Again, give us a good transportation network and the bi-county parkway is part of that. The region will grow, jobs are here, people will move in with or without good roads – just that the cost to all of bad roads is far greater than the cost of good roads.</p> <p>Jim Freeman</p> <p>NB, our daughter, Olivia, just got her driving license and asks to have her name added – says it is dangerous to drive around here and new roads are needed.</p>	Jim Freeman

80	<p>Commenting on Euclid Avenue Extension, Project ID 358. As a resident of tight-knit community on Lake Drive, I obviously would like to retain our homes and our quiet little neighborhood. But if we have to lose our homes for "the greater good", I would want it to be for something substantial. And saving other people a few minutes of commute isn't a sufficient reason. Have you looked at Google Maps with traffic in the mornings? 28 is completely black/red to 66 and beyond. Even with reducing at-grade intersections and adding lanes, I believe all we will see is more cars in more lanes sitting in traffic. And that include those sitting on the Euclid/Lake feeder. Why aren't you looking at intercepting more traffic before it gets to Manassas? Stringfellow has already been widened and was designed with future expansion in mind. Remove at-grade intersections at 29 and Braddock, allow East & West access to 66, extend it South and East as a Clifton By-pass, absorbing traffic directly from the Prince William Parkway. Create a parallel solution to 28. Fewer homes would be impacted and it would ease the amount of traffic going through town. Thank you for your time. Barney & Duane Kaufman</p> <p>_____ Comment regarding Euclid Extension. When I moved to Yorkshire 32 years ago, it was a blighted collection of old ranch homes and tar-paper shacks holding generally Waspish individuals with red-neck attitudes. Drug use was rampant and my own house was broken into four times. At that time, if someone suggested wiping it out to build a highway, I'd have said "Go right ahead!". But over time, our little neighborhood matured, newer homes were built, older homes were made over, the residents became more diverse. Nowadays, if you drive through our little burb on a clear evening -- slowly, please -- you will discover a wide variety of folks taking their evening stroll. Turkish, Iranian, Punjabi, Venezuelan, Salvadorean, Mexican, Vietnamese, Korean, Chinese, Japanese ... Jewish, Christian, Muslim, Hindu, Buddhist, even a Zoroastrian ... as multi-cultural as any neighborhood in Northern Virginia. And they are interacting; not sitting at home watching television and playing Candy Crush on their smart-phones. Understanding that not all of Yorkshire Acres has been able to make themselves over in this way, but they'll get there someday. We like how our little neighborhood has turned out. We'd like to keep it. Thank you.</p>	Barney & Diane Kaufman
81	<p>I would like to see a bus rapid transit line on Route 7 to connect Alexandria, Tysons Corner, and points north and west. There is a lot of development and density along this corridor and it could connect to existing Metro lines. I think that Fairfax County or the State of VA should manage such a project. It's needed but WMATA doesn't have the organizational capacity to handle it. Thanks.</p> <p>_____</p> <p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p>	Stefan Koch

82	<p>I am writing to advocate for reducing the impact of transportation on our environment by investing in public transit, â€œcreating â€œcompact communities that support pedestrian and bicycle systemsâ€œ centered around high quality transit. We can and should plan for growth in a smart way. Northern Virginia faces a variety of transportation problems that impact our daily lives, including the worst traffic congestion in the Commonwealth. It is consistently ranked among the top five most congested regions in the US. We can and should create an efficient system with affordable options for travel to work, school, the market and business centers and more. Traffic congestion produces a number of negative effects including longer and unpredictable travel times on roadways and transit, higher costs of doing business, increased fuel consumption, poor air quality, overcrowded buses, railcars, and station platforms, and unreliable transit services. As a commuter I have had to deal with all of these problems. Here are some suggestions: 1. Establish a stable and secure source of funding for the Metro system, 2. Build the Metro out to Gainesville to alleviate congestion on Route 66, 3. Provide incentives for businesses to provide vans and other multi-passenger vehicles to pick up their employees to get to work to remove some of the cars off the roadways, 4. Do more to encourage bicycling to work by creating trails over roadways and highways, and 4. Establish a small tax to pay for some of these improvements. Thank you</p>	Ken Gigliello
83		Barbara Seaman
84	<p>Audrey Clement Candidate, Arlington County Board July 15, 2017</p> <p>The Northern Virginia Transportation Authority (NVTA) has issued a call for public comment on TransAction, a draft list of transportation projects to be funded in Northern Virginia for the next six years. http://nvtatransaction.org/resources/ Here are my remarks for the NVTA meeting in Arlington on July 13.</p> <p>With both population and employment in Northern Virginia expected to increase dramatically between now and 2040, NVTA has certainly made the case for substantial increases in the regionâ€™s investment in transportation infrastructure. I am nevertheless concerned about NVTAâ€™s lack of transparency.</p> <p>The NVTA project list describes more than 350 projects that qualify for funding, and the accompanying report indicates that each project has been objectively scored according to criteria specified in HB 599, adopted by the General Assembly in 2012 to prioritize transportation projects. http://nvtatransaction.org/wp-content/uploads/2017/06/Draft_TA_Update-v13.pdf</p> <p>The overall scores assigned to sectors within 11 major travel corridors are there. Yet no score or cost information is available for the individual projects. Thus it is impossible to make informed decisions about which projects to fund from the information provided. This should be of particular concern to Arlington officials for two reasons:</p> <p>1) The report itself indicates that most of the projects are roadway projectsâ€”239 roadway projects pegged at \$20 billion and 99 transit projects pegged at \$24.2 billion (p. 5). Absent a project level cost/benefit breakdown, the public can only speculate that less than optimal roadway projects will get priority over transit, because the cost of each individual roadway project is on average less. This could delay the most effective transit projectsâ€”including those targeted for Arlington County--indefinitely.</p> <p>2) The roadway projects along the I-66 (Segment 6) and I-395 corridors (Segment 8) are likely to dump more traffic in Arlington and DC. as 74 of the projects on the I-66 corridor are roadway and 55 are transit.</p>	Audrey Clement (see #654 too)

	In any case, the public has been asked to weigh on a plan without the information needed to comment intelligently. Thus public comment on TransAction is nothing more than an a pro forma exercise required by law with no real purpose or effect.	
85	Stronger affordable mass transit is critical to controlling traffic congestion in the greater washington area. Sustainable source of funding for metro to maintain safety on current routes and continue to expand to areas experiencing congestion is essential to quality of life in our area.	jim lindsay
86	<p>First, I think it is critical that Metro be funded at a far more reasonable rate than they have in the past. I am very much in favor of raising taxes on gasoline if necessary to raise the necessary funds. Metro is responsible for far too many lives every day to be starved of funding because people are too stubborn to raise the necessary tax money. Everyone benefits if more cars are off the roads because Metro is used more, so everyone should pay, whether they ride Metro or not.</p> <p>I find the express lanes on 495 on the western side of the beltway minimally effective. They just make an easier trip for the rich, and then they get dumped in with he mix by the American Legion bridge anyway. That is a major bottleneck that more Hot lanes aren't going to solve</p> <p>unless another bridge is built.</p> <p>Thanks for listening!!</p>	Mary van Son
87	I want to show my full support for the TransAction Plan as it relates to the W & OD trail. I am an avid bike rider and in the summer the trail gets so crowded with people walking, running, & biking at so many different speeds, that I find it to be very dangerous. It's very hard to maneuver around people and stop & start on a bike when you're riding for exercise. At the same time, I know many people love the trail for leisurely walks, especially with young children, so I think having separate trails would make the trail not only much safer for everyone, but much more enjoyable. Intersections are also incredibly dangerous because cars hardly ever yield to people on the trail, and having walkers and bikers passing through it single file makes it so much worse because it's often hard or impossible to ride as slowly as the people walking in front. Having to get on and off your bike may not sound like a big deal, but it's hard when you're in the middle of an intense workout and trying to do it quickly enough to make it through a short walk signal. I can't tell you how much I think these separate trail lines would reduce crowding and improve safety.	Sasha
88	We need more public transit Northern Virginia. More buses and more frequency. We definitely do NOT need more roads - though filling in potholes would be a good idea!	Robert Tripp
89	Impeach Trump!!!	Nancy Nell
90	We have been residing in our home since 1968. They can't even keep the bushes trimmed on the main roads or keep the roads paved or fix pot holes. There are current bridges they need repaired and aren't There is too much traffic in this area already. Where is the funding coming from when they can't even keep up with the maintenance at this time? Are their intentions to raise our taxes? We believe we have paid enough in taxes and certainly don't feel we need to pay more. It is very upsetting to us to know this could happen and disrupt my household. I am mad and damn mad and I certainly hope this is not passed. Seems this is for the rich. Another money maker. Sincerely a very frustrated resident of Loudoun County.	Louis and Elizabeth Oswlad

91	Traffic would move much more efficiently if we had traffic light series that were timed according to a coordinated plan on our more major roads. I remember driving on one of the main roads in Philadelphia (Broad Street, maybe?) 40 years ago and being able to drive the entire length of the city without stopping at a red light. The lights were timed so that if you drove the advertised speed, the lights would be green when you got there. The road signs said something simple, like: "Go 35 and avoid the lights." If we had something like that on our main traffic-lighted arteries, especially the ones that feed the Beltway, then traffic would flow much more smoothly and efficiently.	Larry Little
92	As a resident in the immediate area of 28, I am opposing Project ID 24 (Potomac bridge connecting 28 to 270). It is unclear how this project would reduce the congestion in the area. It is requested that monies spent on this project be re-focused on east-west traffic in the area. I am also greatly concerned that this project will decrease my property's value. As a recent home buyer, this causes me great stress as I have purchased at current market value and am very concerned this project will not allow me to obtain the same or better sale price for my home in the future. I moved to this area for its quiet and natural scenery. Introducing additional multi-lane roads, on/off ramps, and a bridge will require the destruction of the forest and other environs around my home. As a result, many of the local wildlife will also have to be displaced in an effort to look for new habitat. It is very important to me that my neighborhood maintain a peaceful natural environment without the continuous hum of "city traffic" or excessive emissions.	Christin
93	We should NOT support Project ID 24 Outer Potomac River Crossing. A new bridge will likely cause more traffic problems in the already congested areas of Loudoun County. Our existing roads cannot handle the influx of additional commuters from MD. A new bridge will divert resources from other much needed commuter route improvements. And it will negatively impact Virginia home values in eastern Loudoun/western Fairfax. We need to fix the problems with our existing roads and bridges (e.g. by widening the American Legion Bridge or Route 15) before adding new roads and bridges.	Julie Pooley
94	so far so good. but, what if there is a national/area emergency? ? ? with all the congestion on rush hours, what can be done ? ? ? i hope you guys are doing trials, rehearsals, testing, etc . . . should we need it. hopefully not, but you never know with natural disasters, to terrorism going on, we should be ready. i am hoping all will go well. i am praying too. i don't think it would hurt if you guys do too, not that you aren't already, i don't know. take care & God Bless All . . .	tara wheeler
95	If a bridge needs to be built, Route 28 is NOT the area. Route 28 and Route 7 are already very congested and with more traffic would become a parking lot. Traffic feed has to come in earlier and more westward so to allow incoming from Maryland to spread within Virginia sooner than Route 28. Expanding and improving the Point of Rocks Bridge, that already exists, makes more sense. The road and bridge are already there with less impact to communities. If not there, then expanding the Loudoun county Parkway across the river would move much of the traffic affecting route 28 and have less impact on the Wildlife reserve in Maryland. With the major changes in traffic in Fairfax and Loudoun county the bridge idea needs to be done carefully so that our traffic congestion does not get worse.	Mildred O'Meara-Lett
96	Do not build a bridge from Route 28 to cross over to Maryland. If a Bridge is placed there, then drivers coming from Maryland will fill Route 28 and Route 7. These two roads are already at the breaking point in Loudoun and Fairfax. Traffic needs to be able to primarily move south and east into Virginia and a Bridge needs to be located in an area that allows drivers to have the opportunity to drive southward first. If you must build, then expand the existing Bridge at Point of Rocks.	Gary Lett

97	<p>My suggestions have no effect on the cost of the study since it uses data already collected. It has to do with slight but important changes in the method of analysis. Unless changes are made, it will be impossible to achieve two of the goals: Goal 3: Reduce negative impacts on communities, that directly affects Goal 1; Enhance quality of life. We all agree that health safety is an essential part of quality of life. Vehicle emissions directly affect health safety for both children and adults (OSHA, NIH, and NAS, EPA reports see references at end). This may be the least time consuming and most effective way to decide among alternative projects for meeting the vision and goals for community health safety and economic growth.</p> <ol style="list-style-type: none"> 1. First, have separate decisions with community health impact first. If a project does not improve or will make health safety fall below a minimum threshold, then no further analysis should be done. Health safety is essential, and economic growth is desirable. 2. Health safety and economic growth values should not be averaged together since an increase for growth may overshadow degrading health safety for children and adults. Projects to consider should be conditional on meeting the essential minimum thresholds for health safety. 3. Define a minimum threshold for health effects for quality of life, such as CO and asbestos concentrations. Asbestos may be present in both old and replacement brakes and clutches. (OSHA) 4. Use the measurements for the exact locations where the worst exposure is expected, and not an average for a large area. The current vehicle miles traveled performance measure is NOT a substitute for the recognized air quality measures. 5. For the second project decision, economic growth, use the weighted average values for the rest of the performance measures. 6. Growth performance metrics should be for the combined total of all vehicles on the route, and not an average for a single vehicle. For example, the average value for person hours of congested travel in automobiles will not distinguish between the hours for one car and 100,000 cars. 7. Include land use in the project options, not just road widening. Several sections of the plan, and some of the speakers at the 7/13/17 TransAction Public Hearing, referred to land use as a means to control impacts on community. A change to land use can lead to a change in the number of vehicle trips on the affected road ways. Standard transportation planning references include tables for estimating the number of trips for different types and sizes of buildings. Vehicles trips start from residences and often end in places of employment. Perhaps basing land use classifications on effects on air quality will help. This does not mean no growth. It is called health safety first growth. 8. Use mobile measuring stations during the morning and afternoon rush hours. 9. Ensure the decision makers include members with no benefits from growth, and with a clear focus on health safety for children and adults. Are there also non-governmental parents, pediatricians, and cardiologists on the board? <p>Thresholds for air quality</p> <p>Comparing projects for essential health quality can be simplified by using thresholds established by authorities like, CDC, EPA, NIH, Nat. Academy of Sciences, and OSHA. The threshold should be for the most vulnerable members of the communities. For children, traffic-related pollution is associated with infant mortality and the development of asthma and atopy, acute bronchitis, and chronic cough. For all ages, sexes, and races the leading cause of death is diseases of the heart. The third is chronic lower respiratory diseases. Stop and go driving increases CO₂ emissions by about 60%. Especially vulnerable groups are children, African-Americans with hemoglobin or anemia conditions, pregnant women, and people with coronary artery disease. Heart disease kills five times more women than breast cancer.</p> <p>A simple way to decide about transportation projects is to rate them against these thresholds: They should be measured at the location with greatest expected traffic. Consider using mobile instruments sited closest to roadways during the typical commute times of day. (https://www.epa.gov/criteria-air-pollutants/naaqs-table)</p> <p>Maximum thresholds to be met for transportation and land use decisions, less than:</p> <ul style="list-style-type: none"> Carbon Monoxide (CO) 9 ppm Lead (Pb) 0.15 µg/m³ Ozone (O₃) 0.070 ppm Nitrogen Dioxide (NO₂) 100 ppb Particle Pollution (PM) 35 µg/m³ Sulfur Dioxide (SO₂) 75 ppb Asbestos less than 0.1 fibers/cc of air per 8-hour <p>Lately I think about what I want to say to my grandchildren about my actions.</p>	David Heagy (see #652 too)
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	<p>Which will you say “I chose your health safety over economic growth or the opposite?” Will you include health safety metrics in the next plan review and decisions?</p> <p>References: https://www3.epa.gov/ttn/naaqs/standards/co/data/CO-REA-Final-May28-2010.pdf https://www.niehs.nih.gov/health/topics/agents/air-pollution/index.cfm https://ebcbrakes.com/articles/brake-dust-what-is-it-and-what-causes-it/Stop and go driving increases CO2 emissions by about 60%. (Nat. Academy of Science) http://www.accessmagazine.org/fall-2009/traffic-congestion-greenhouse-gases/Asbestos may be present in both old and replacement brakes and clutches. (OSHA) https://www.osha.gov/dts/shib/shib072606.html For children, traffic-related pollution is associated with infant mortality and the development of asthma and atopy, acute bronchitis, and chronic cough. https://www.ncbi.nlm.nih.gov/pubmed/15060197 For adults, air pollution increases respiratory diseases, cardiovascular diseases, adverse pregnancy outcomes, and even death. https://www.niehs.nih.gov/health/topics/agents/air-pollution/index.cfm https://www.epa.gov/criteria-air-pollutants/naaqs-table)</p>	
98	<p>I am writing to lend support to Segment 6-1 - 12-48 and 13-52. With regards to Ref # 13, Project ID 52, the more shared use paths we can build to connect different parts of the Centreville area, the better. And taking traffic from Stone Road that's aiming for Rt 28 South, off of Rt 29 and Madchen Rd will be a huge improvement to afternoon rush hour traffic congestion.</p> <p>For Ref #12, Project ID 48, bringing Metrorail out from Vienna would be a tremendous boon for the economy of far Western Fairfax. A station between Fair Oaks mall and Fairfax Corner could utilize existing parking resources and bus services that service those locations. A commuter station at Stringfellow Road would offer similar benefits. But a station in Centreville, possibly near the Lifetime fitness could drive a revitalization/modernization of the Centreville area similar to what has taken place in the Mosaic District near the Dunn Loring metro, making Western Fairfax County a more attractive target for startups and tech firms.</p> <p>Thank you for all the hard work you folks do to resolve these issues.</p>	Tim Kennedy
99	<p>Please prioritize transit, biking, and walking project and de-prioritize projects that widen roadways. Wider roads encourage more single-occupancy vehicle trips and are the core reason for long travel times, pollution, and other poor health outcomes. Roads for cars are also massively more expensive to build and maintain than other modes. We have plenty of roads in Northern Virginia. We need more transit, more sidewalks, and more trails to go more places more frequently.</p>	
100	<p>I am opposed to a new bridge connecting route 28 and i-270.</p> <p>The reasons are clear: it will greatly increase existing congestion along route 28 and route 7; it will increase noise and pollution in beautiful eastern Loudoun; it will cause more traffic problems; it will negatively threaten major drinking water source by interfering with an EPA superfund site; it will negatively impact home values across eastern Loudoun; it will ONLY benefit developers and big businesses.</p>	rita fisher

101	<p>I am opposed to any consideration of outer potomac river crossing. We need to do much better than bow to developers and seriously consider our environment including what additional traffic would do to our wildlife, the river itself and especially to the way of life in Eastern Loudoun. Have we not developed it enough as it is? Look to Europe where they plan infrastructure first and then build rather than the opposite! After driving Rte 28 yesterday mid-day, I was surprised there was as much congestion as there was, especially at that time of day. MORE traffic on that road would be devastating. We need our transportation\$ to go to improving metro, bus lines, trails, and getting people out of only cars! _____ Remove Project ID 24 Outer Potomac River BridgeThis bridge will not relieve traffic, but in fact it will increase traffic by inducing more development, particularly from Maryland. None of the actual traffic studies done so far have indicated that it will remove significant trips from the American Legion Bridge. The project will sap resources from the needed projects on your list, and will in fact reverse the positive effects of many of them. Please remove it before we waste any more time and resources on this boondoggle. Let the pubic see the initial scoring of project 24 that you have already done, and let us see traffic modeling of the other draft plan projects without this project included. Do this before you approve your project list in October. Then let us all move on to projects in your plan that can really help. _____ Please remove ID24 Bridge option.Consider the environmental impact, which would devastate the areas near the river.Consider your local travelers vs. the ease of travel for trucks, speeders, etc. Rte 28 is already bad enough. Adding more cars would make it even worse AND it's the East West traffic that needs more help, NOT the North South traffic!</p>	Marie Baroody
102	<p>Please consider funding the route 9 roundabouts in your plan as part of the Hillsboro pedestrian safety and congestion mitigation project . We have so much truck and motor vehicle traffic as well as commuters from WVA that use this historic route . Without the roundabouts we cannot slow the traffic speeds . Also the town is building the downtown portion in 2018 if NVTA moves up and approves funding for the roundabouts this entire project can be built at ONE TIME--thus reducing all the burden of separate projects .</p> <p>I know route 9 cannot compete with I66 or 495 but route 9 is one of your designated hot spots that has acute congestion and really adds significant person hour delays as workers attempt to get to their jobs in Loudoun Dulles the Tysons area and the greater metro region . Please consider approving funding now --what a great example of food governance at Fed state regional and local level if all work together now to build this shovel ready project .</p> <p>Thank you</p>	Amy Marasco
103	I am not in favor of Project 24. I am not in favor of a new Potomac River Crossing in the County. And if we are to study options, why limit them to between Goose Creek and the Fairfax County Line?	
104	As a frequent visitor to Hillsboro, I am aware of the pressing need to reduce acute congestion and improve road and sidewalk safety. I urge you to approve traffic calming changes to Route 9 to make Hillsboro safer for all.	Jill Evans-Kavaldjian
105	Please use common sense in you alternatives ana lysis and fund the hillsboro capital improvement projects as one to avoid unnecessary cost increases and years of disruption. This town has endured enough with the advancing of the route 9 improvememts west of the Virginia line. In addition this calming program will mitigate, however minimally, the reordering of traffic precedence from 7 bypass to 9 with the installment of the recent traffic circles at 9 and 7.	Andrew Rider

106	<p>Please DO NOT fund traffic circles in Hillsboro. As a taxpayer, I'm offended that a small number of noisy activists, pretending they represent the Hillsboro area (they do not), is trying to waste precious transportation dollars on such an inefficient and ultimately counterproductive "solution" to congestion on Rt 9. The solution is a bypass to Purcellville. Traffic circles will-</p> <ol style="list-style-type: none"> 1. Remove the small opportunities created by breaks in traffic necessary to get out into traffic during rush hour 2. Create a dangerous challenge of school bus drivers (I've asked and been told this by school bus drivers) 3. Waste money on expensive tight engineering through town. 4. Really screw with the ability of at least one neighbor, whose driveway opens to the circle, to get in and out without an accident. <p>If you want to improve Rt 9 traffic, there are a number of better projects on the table. Thank you for your time and consideration. John Grigsby</p> <p>20+ year resident of Hillsboro</p> <p>Ps - the Mayor regularly argues for this waste of money by pointing out that if VDOT rips up the roadbed, then they will be obliged to pay for improvements to our water system. Crafty fellow, isn't he?</p>	John grigsby
107	<p>Please continue to prioritize transit, pedestrian, and bicycle improvements within Segment 6-3: I-66/US 29/US 50/Orange Silver Line to I-495 to Potomac River. This is an increasingly dense and urban area, where adding more travel lanes will worsen the character of the area for anyone in the area, not just traveling through in a car. There is a great foundation of walkable neighborhoods, effective transit, and bike lanes/trails. Please prioritize improvements to these pieces of infrastructure over adding ever more lanes to our local roads. We will just continue to need ever more roads unless we can make the environment outside of our cars pleasant and attractive. That means clean, reliable, and timely public transit, human-scale walkable connections, and safe bicycle routes that are physically separated from motor vehicles.</p>	Andrew Olesen
108	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <hr/> <p>To Whom It May Concern: We have a small farm 1.4 miles south of Hillsboro. We are concerned about the traffic through Hillsboro because the vehicles travel too fast, do not obey the speed limit and cause traffic back ups during commuter hours. This causes safety issues for other vehicles and, worse, for pedestrians and children who walk to the school and the other commercial businesses in town. There are no sidewalks, making the street hazardous to walk along. Truck traffic especially is a safety worry. This also negatively affects the rural businesses in the area making it difficult to access the wineries, farms, small stores, and eateries. Most of the traffic is pass through from West VA or other counties that use the road but do not pay Loudoun taxes or even state taxes to maintain the road. This traffic through our county should be discouraged. Hillsboro has come up with the most cost effective way to address this, using traffic calming measures and putting in sidewalks and roundabouts to discourage through traffic. Further, the least expensive way to do this is to combine it with the water upgrade project coming up in the next year. Please provide the funding requested by Mayor Vance and the citizens of Hillsboro. This will benefit the town, all the agribusinesses nearby, and help increase the value of the residential properties in town and the surrounding area. Most importantly, this will protect the drivers and pedestrians from the safety hazards the traffic and lack of sidewalks currently cause. Thank you.</p>	Judith Lovegrove
109	<p>I live just outside Hillsboro on Cider Mill Road. I have lived here for 12 years and commute regularly to the Chantilly Reston area. Over those years I have watched the backup on Rt 9 lengthen and we are now getting a great deal of cut through traffic on Cider Mill Road. I believe the traffic calming and circles on Rt 9 at Hillsboro would have an enormous positive effect on the problem. I have seen how well engineered circles eliminated the long standing backup at Rt 15 and 50 and the traffic calming in Aldie and Upperville and we need to use these proven solutions in Purcellville right now!</p>	John Lovegrove

110	<p>NVTA, I live at 36474 Charles Town Pike, just half a mile west of the town of Hillsboro. I wanted to let you know that I feel that I take my life into my hands everyday trying to simply pull out of my driveway, or into it each and every time. I have a commercial business that will help to bring and keep revenue in the county, a Bed & Breakfast (Hidden View) and I have to warn all visitors and guests about the hidden driveway around a dangerous curve that has limited visibility; and also has a ton of traffic with many speeders flying down the road at accelerated speeds. Many ride the bumpers of turners who alerted before the curve, slam on their breaks when they realize there is a car turning, and even pull into oncoming traffic to not have to slow down or to avoid an accident and some cause the accident. It seems that everyday I hear the sirens and we see many of the accidents. There needs to be something done to the 10,000 cars a day that pass on this 2-lane road that goes through the town. A calming measure needs to take place as well as some action to help divert some of the volume off of these roads. In addition to the towns' proposed traffic calming measures, I also think that there needs to be something done about the blind curve. Please keep your residents and visitors safe! Add the circles, move the volume, add speed bumps, speed monitors, remove overgrowth that impedes vision and lower the speeds. In that half mile from town, the speed goes from 25 to 35 to 50 when it opens up to the mountain views (so people are looking around verses paying attention to their driving), then back to 40 very quickly for the dangerous curve (which is also a school bus stop). Maybe the speed should be 35 or 40 throughout. But user behavior needs to change and it needs help to do so. Please help us keep our residents, visitors and those that simply pass through safe!!! Thanks, Cheri Shields</p>	Cheri Shields
111	<p>I am in strong support of this project.</p> <p>. As a resident and business owner in the town of Hillsboro, I believe this project is long over due.</p>	Amy Smith Ressler
112	<p>We fully support the efforts of the Town of Hillsboro to calm the traffic that moves through the town. With so many residents with small children, in addition to the elementary school fronting the street, these changes are imperative for safety reasons.</p>	Carol Lenhart
113	<p>I live 0.8 miles from the Hillsboro Road (Route 690) and Charlestown Pike (Route 9) intersection. I consider Hillsboro my town. I would love to be able to safely walk to see my friends. I know the traffic calming at the intersection mentioned above could help calm traffic for both adjoining roads and reduce congestion on Route 9. I use the traffic circles at both Alder School and Route 690 and Route 287 and West Colonial Hwy/ Main Street and have seen significant flow improvement at each intersection.</p> <p>The Town of Hillsboro is being a very responsible municipality in trying to reduce construction costs and disruption in their current plan to address many Town challenges through one inclusive project. Please support this effort by awarding funding for the traffic projects that would support the blooming agricultural and tourism economies for the region.</p>	Carrie Crossfield

114	<p>NVTA needs to fund the Hillsboro/Rt. 9 corridor project now.</p> <p>After nearly 15 years of effort, construction of the "downtown" portion of the Hillsboro Traffic-Calming, Pedestrian Safety and Congestion Mitigation project is slated to begin in 2018 with funding from federal, state and county sources. With the concurrent construction of the Town's drinking water and wastewater projects and utility burial, we are maximizing and extending every dollar allocated for these projects, saving millions in redundant costs and years in disruption. This project aligns with NVTA's regional goals by keeping traffic moving and significantly reducing person-hours of travel and delay, and can be completed within the next three years.</p> <p>I am urging the NVTA Board to commit to the funding of the congestion-mitigation portions of this project in the near term to ensure construction is completed as part of the soon to commence "in-town" phase. Doing so will display financial responsibility by saving millions in costs, avoid years of repeated disruption to this critical corridor, facilitate economic development, leverage multiple fund sources from across jurisdictions and meet key TransAction goals.</p>	Maura Walsh-Copeland
115	<p>Dear NVTA, Our historical town of Hillsboro, Virginia is in need of two traffic circles on either end of town along Charles Town Pike/ Route 9 at the major intersections. The traffic flow in the morning has cars backed up so much that members of my church feel they can't even gain access to morning coffee ministries due to the long delays... waiting in line for the thousands that use this main commuter route into the Washington DC metro area. Any help in facilitating and or regulating the traffic flow through the town of Hillsboro would be very much appreciated. Our church was established 1830. I can vision wagons and carriages in those days getting to church faster than our current transportation flow during the morning and evening rush hours. Many vertical prayers for help are going up... in hopes that horizontal lines of transportation can be improved / developed to support better access to the only House of God within the Hillsboro, Virginia town limits. Thank you for considering this critical infrastructure improvement for our community and the greater Washington DC metro area. Peace and Joy, Pastor Mark Jagoe Hillsboro United Methodist Church 703-999-5860 markjagoe@vaumc.org</p>	Rev. Mark Jagoe
116	<p>My family was in town for my niece's graduation party and we were staying at a bed & breakfast on the main street in town. Wow, I truly have not seen a street that busy in such a small town. The traffic never stopped or slowed down. It took forever to get out the b&b drive. I also went walking w/ my hubby and was almost hit by a car. I said to my family, "I don't know how you put up with this traffic". It is a shame if something can't be done as this town is so very special.</p>	Courtney Moskal
117	<p>We need to build the Hillsboro traffic calming project one time! Not separately over several years. Please fund the roundabouts now so we can calm this congestion and keep it flowing --and reduce construction costs and burden on all of our businesses and residents. Thank you!!</p>	Mia
118	<p>The opportunity to make major infrastructure improvements with a minimal disruption to the public is a rare opportunity I fully support. An example of what not to do is the traffic circle at the east end of Purcellville. The circle was required for the Harris Teeter shopping center, as I understand the event. No sooner was it built than it was torn out and expanded... also most immediately. A waste of resource no matter who funded.. Let's make Hillsboro a one time deal.. and get it right the first time.</p>	David S Turner

119	There isn't a town in Loudoun County that is more community-oriented, lovely, and important to the economic health of western Loudoun's rural economy and its tourism, winery, brewery and farming businesses. The town now also has a thoroughly successful charter school, with a waiting list greater than actual attendance when it was a public school. Establishing a traffic control system that will reduce the paralyzing and unsafe conditions that now prevail in Hillsboro during rush hours, and that harm its immediate and greater community, has got to be given your highest priority for funding.	Malcolm Forbes Baldwin
120	Please fund the Hillsboro community traffic congestion project so that construction may coincide with other projects and reduce overall costs. Increasingly worse congestion on route 9 through Hillsboro dramatically impacts commutes for my family and friends daily and improving the safety of the downtown Hillsboro area would be a major improvement for our community. Thank you!	David Reid
121	It is extremely important that route 9 through Hillsboro be improved. I have lived here for 23 years and have seen terrible traffic accidents, impossible traffic jams, etc. every single day from 4pm to 7pm. (also the morning rush hour-7 to 9am.) This problem has gone on long enough. Sincerely, Janet Goodrich	Janet Goodrich
122	Please fully fund the Hillsboro project! Hillsboro is the unfortunate victim of West Virginia's actions to improve route 9 on their side, which has immensely increased commuter traffic through the town. Businesses have left the town because customers cannot safely park or cross the street. The successful charter school has also increased traffic, but at least that traffic benefits the Hillsboro community. The traffic calming improvements should encourage WV commuters to use the alternate routes of 340 and 7. Meanwhile, please use signage on route 7 to encourage WV commuters to use that route in lieu of route 9!	Pamela Baldwin
123	Dear NVTA, I have been a Hillsboro resident since 2007 and I am in complete agreement with Mayor Vance's proposal to fund the congestion mitigation project. I fully support this measure. Sincerely, Glenn Horwitz, PHD I'd also like to highlight one of the identified needs and a unique opportunity for a timely and cost effective solution. That need is to mitigate the growing congestion on the Route 9 corridor in western Loudoun, a part of segment 1-1 on the project list. I am urging the NVTA Board to commit to the funding of the congestion mitigation portions of this project in the near term to ensure construction is completed as part of the soon to commence "town" phase. As the draft plan notes, the Rt. 9 corridor is a major commuter artery that feeds thousands of Loudoun, West Virginian and Maryland motorists into Eastern Loudoun, Fairfax, Arlington, Prince William and D.C. The more than 20,000 daily vehicle trips on the Rt. 9 corridor (16,000 of which pass through Hillsboro) will grow significantly in the coming years, exasperating an already intolerable level of congestion. Route 9's congestion results in poor performance in commute time and person hours of delay costs, hundreds of hours annually to each traveler dependent upon it. Acute congestion virtually paralyzes this corridor during morning, late afternoon and evening commuter rush hours.	Glenn Horwitz PHD

124	<p>I have moved in Hillsboro a year and half ago and though I love my new "old" house I have a lot of concerns regarding traffic on route 9 on this Hillsboro portion.</p> <p>Our house is on route 9 and there is not much space between our porch and the traffic passing by.</p> <p>We knew that when we bought the house and part of its charm was to be on main street.</p> <p>Now we notice everyday that almost nobody respect the 25m/h speed limit. Our house is right after the top of a small hill and cars and trucks going East will speed glancing the traffic light downlow in the distance to make sure that they have the green light.</p> <p>In consequence the noise is louder that it should be and I am not sure of the effects of the vibrations on the foundation of our more that 200-year old house on the national historic registry list..</p> <p>Obviously we can not use our porch at all.</p> <p>It is also very difficult to exit safely from our driveway because of the cars's speed and acceleration after the hill.</p> <p>We are also very concerned about our safety walking through town. There are no sidewalk and there are so many places we should be able to walk to: Hillstom convenientl store, Stoneybrook farm market, Old Stone School numerous events, food trucks parked in front of the Old Stone School and neighbors.</p> <p>A trafirc calming and sidewalk plan will make a significant difference in our everyday life comfort wise and safety wise.</p> <p>We sincerely hope that you will take in consideration this well-thought and well-designed project.</p>	Emilie Moskal
125	I strongly support funding for the traffic calming measures in Hillsboro, VA. These measures are critical and should be funded in full	Ben Lenhart
126	<p>I am writing in regard to the Hillsboro Rt 9 traffic calming project. As a lifelong Hillsboro resident, this project is not only critical to the safety and well being of the residents, every person driving through town as well as anyone willing to risk their life actually walking along Rt 9, it is paramount to the very survival of the Town of Hillsboro itself. The volume of normal commuter traffic has reached the point were you quite literally take you life in your own hands trying to pull out in to traffic but the additional danger that exist 24 hours a day from tractor trailers coming through town at such a high rate of speed is just criminal. The posted speed limits are just a joke to the vast majority of through traffic as to be completely worthless. The ONLY solution to this nightmare is to install traffic calming measures to force people to slow down. We see these measure being implemented in other parts of the county on a regular basis, understanding Hillsboro is a small town, our lives, the lives of out families are just as important to us as any other in the county. We can not help but feel ignored by the County and State when it comes to this issue. VDOT has widened the road through our town to be the same as the high speed portions elsewhere on Rt 9. Hoe has this situation evolved to the point where we are not worth the time and money to provide a basic level of safety? Does the County and State realize we can hardly even cross the road do the column of traffic and the COMPLETE DISREGARD of the laws? It is years past the time when these issues should have been resolved, to not put forth the effort to combine these</p>	Mark T Ware

	plans now and provide and basic level of safety to the citizens of Virginia is down right criminal and morally reprehensible	
127	The two most effective ways that traffic could be alleviated in NoVA is working with Prince George's and Montgomery Counties in building a second ring-road built further out than I-495 (likely using the Fairfax County Parkway) and the bridges that it would require to cross the Potomac. And secondly, working with WMATA and/or VRE to build a connecting light rail system between the Silver, Orange, Yellow, and Blue Lines that would parallel I-495. Lastly, putting tolls on the Arlington portion of I-66 is a great idea so long as that money will be used for maintenance of the Interstate system in Northern Virginia.	Prescott Heighton
128	<p>Funding now for the two Roundabouts in Hillsboro</p> <p>The Town of Hillsboro is already slated to start construction on a road project on Rt. 9 that will adversely impact commuters, agri-businesses, tourist destinations and residents for a couple of years. Funding the addition of the roundabouts at each end of Hillsboro now and rolling it into one big project makes fiscal sense. Costs for MOT would only occur once. Businesses would only experience adverse effects once. Tourists and commuters would only experience disruptions once.</p> <p>Western Loudoun attractions are rapidly gaining momentum and create a valuable revenue stream. Completion of both projects simultaneously will greatly reduce the disruption time to Rt. 9 travelers and expedite an improved experience in Western Loudoun making travel faster, smoother, safer and more enjoyable.</p> <p>I urge you to consider the cost savings and other benefits that will be gained by funding the two Hillsboro roundabouts now so that it can be combined with the current road project.</p> <p>Thank you for your consideration.</p>	Claudia Forbes
129	Not sure how some roundabouts are gonna cure any traffic issues on route 9 in Hillsboro. Need a bypass or quicker more direct access to route 7. Could use a ramp at the hillsboro road overpass at route 7.	Scott Smith
130	I opposed Project #24. NO BRIDGE.	Darryl Robbins
131	I opposed Project #24. NO BRIDGE.	Jill Robbins
132	<p>To Whom it May Concern,</p> <p>I live in Hillsboro, VA directly on Rt 9. My front door is less than 5ft from an extremely busy road. Every day I watch cars fly through a 25 mile an hour zone at more than 45 miles per hour. You can't safely walk next door because traffic is moving too quickly and drivers often drive on partially on the shoulders of the road where pedestrians walk. During the school year cars speed past the stopped school bus as it loads and unloads children. I have 3 children that must get on and off a bus every day. There is no safe place (sidewalks) for them to stand and wait for the bus so my 6, 8, and 11 year olds must wait on the shoulder of the road for the bus. . We live very close to our community school (within walking distance) but my children take the bus because there isn't a safe pathway for them to walk to school. Something must be done to force cars to slow down through town before someone is killed. Large tractor trailer trucks fly by constantly. I am terrified that my children will be struck by a car one day. I am very proud of all the effort that the Town of Hillsboro has put into raising money and support for our community. It is time for Loudoun to do it's part. If we are forced to be the main commuter route from WV to DC then Virginia needs to support us and help pay for some of the improvements that will help keep our community safe.</p> <p>Thank you for your time, Andrea MacDuffee</p>	Andrea D MacDuffee

133	I have lived north of Hillsboro for over 17 years, and have seen the area grow considerably during that time. I travel Rt. 9 on a regular basis, and experience firsthand the growing road congestion, inconsiderate drivers and downright unsafe drivers. Anything that can be done to slow the traffic through this area is badly needed. Please fund the calming traffic measures that have been designed for Hillsboro. It will make this route safer and make this historic town a friendlier safer place for walkers, bikers, tourists and locals.	Sally Hewitt
134	Please fund the route 9 Hillsboro project for the safety of our youth and to reduce congestion on our corridor !	Megan Tucker
135	I support the town of Hillsboro efforts to calm traffic and relieve congestion on Rte. 9.	Hope Woodward
136	This project is an absolute necessity not only for the residents of Hillsboro and their safety but to alleviate congestion on route 9. Commuting through Hillsboro everyday has proven to be a challenge as commuting traffic continues to grow from West Virginia. The town of Hillsboro roads are extremely narrow and a hotspot for accidents and backups - please commence with this project!!!	Dave Trombley
137	The traffic going through Hillsboro traffic is very heavy and people drive much too fast. When the school bus picks up school children it is especially dangerous. Some people ignore the stopped bus. Something needs to be done in Hillsboro about the traffic.	Judith MacDuffee
138	As a parent of elementary age students I urge you to please consider funding the traffic calming plan in downtown Hillsboro. Some of the main congestion is directly in front of the school and makes a very dangerous situation for all the students, parents, and teachers, not to mention the tens of thousands of West Virginia commuter cars that pass directly in front of the school daily. If the traffic calming plan is not implemented during this initial construction, it may never take place. Now is the time to act. Please help keep our town safe. Thank you, Keith and Julie Paul	Julie Paul
139	I am all for completing all Hillsboro rt 9 projects in one project as a long drawn out project will affect my work and my clients tremendously. This would also save money and headaches to many businesses and business people throughout the area.	Alison Badger
140	I like the roundabouts in Hillsboro. Roundabouts have eased traffic at Rt 9 overpass at Rt 7. They can really help in Hillsboro.	Michael Roberts
141	My child is a student at Hillsboro Charter Academy right on Rt. 9 in downtown Hillsboro VA. Traffic congestion and regular accidents on Rt. 9 are a big safety issue for Hillsboro residents and all students at the school who come from Hillsboro and surrounding towns. I urge you to fully fund traffic calming and congestion relief measures in Hillsboro to ensure the safety of our children. Thank you!	Janann Mercker
142	As the owner of Silverbrook Farm Bed and Breakfast, I urge NVTa to fund the traffic calming plan for Hillsboro now. With the town plan to begin work on the water, utilities, and sewer issues in 2018, I believe it is imperative to begin the traffic calming portion at the same time. To do otherwise would be a mistake. If the traffic calming is done at the same time, it would be the least disruptive to persons using Route 9 to get to work and to visitors coming to spend money in the Hillsboro area. As you know, the Hillsboro area has a large concentration of wineries and Bed and Breakfasts. Probably the most in any given area of the county. So, I urge you to fund this project to begin in 2018. Respectfully, Dorothy F. Shetterly	dorothy f shetterly, Silverbrook Farm Bed and Breakfast

143	<p>Re: Hillsboro/Route 9 traffic corridor projectI am the owner of AltaTerra Farm Bed and Breakfast, located 1 mile west of the Town of Hillsboro on Route 9 in Loudoun County. Many of the Farms surround our property are wineries, stables, BnBs, and agritourism event sites. We are an area of farms that have large equipment on Route 9 and go through Hillsboro to harvest their crops and provide feed for livestock. Large commercial trucks from Wegmans, Sheetz, Sysco, lumber & mulch transporter, Beer & Cola distributors use Route 9 and the list goes on. In fact the majority of the BnB rooms are located in our area. The vibrancy of Loudounâ€™s rural economy will be significantly negatively impact with multiple disruption of Route 9 , It is important that Route 9, a two lane road, the main road for our guests and visitors have limited disruption for the Hillsboro/Route 9 corridor projectOur area is a community of small business owners. We have built a great reputation and invested in developing our brand. Multiple disruptions of traffic on Route 9 will mean our customers will go elsewhere. They are coming to get away from the stress and tension from their suburban and urban locations. Also from a project management perspective, having multiple disruption will cost taxpayers more money for the multiple projects and from losing tax dollars. Please fund the entire Hillsboro/Route 9 corridor project.Respectfully Submitted,Alta Jones, Owner -AltaTerra Farm Bed and Breakfast</p>	Alta Jones
144	<p>We DO NOT want project 24! Loudoun County needs to be left alone, we have enough building/houses/data centers etc being built as I type. I travel 28 north and south for work, it cannot handle 270 traffic on top of what it all ready handles. No where have I read where this is going to help Loudoun County Residents. Where I live now is peaceful and away from the hustle and bustle. You are talking about taking families homes and only giving them what their tax value is worth, THAT IS WRONG! Loudoun County is the most expensive county in America, so obviously we have spent a pretty penny on our homes. We have also a relatively low crime rate, compared to the areas around us. Opening our county like this would increase the crime, making it much easier for theives and drug dealers to get into our Wealthy County. Please consider everything that is at stake for LOUDOUN COUNTY!!!</p>	Kelly McCahren
145	<p>this project is so important and has been a locally supported and driven project. the local community has been responsible for getting grants, keeping the citizens udated on progress and is a first step in bringing high speed internet, improved services to an underserved community, and enabling a local country school that has been slated to close to realize its potential as one of the few charter schools. this will not only help preserve a way of life, but also has the support of citizens along a dangerous, accident ridden and often deadly travel corridor due to high speeds and distracted driving. there have been many occassions where semi trailer trucks are driving very fast on the aapproach to Hillsboro from West Virginia and have to use their brakes heavily to reduce their speeds to safely enter our tiny town. this is a critical project for our community!!</p>	Kathy Hughes
146	<p>I have moved into the area approximately six years ago and since that time development in the area and the use of route 9 has become vital to access not only employment and business needs, but housing and medical as well. The town of Hillsboro has done nothing but complain about the volume of traffic proceeding through their town. Their mindset is that Route 9 is their "Main Street" and comments made on social media has expressed a desire to not only slow traffic, but stop in coming traffic all together if they could. They act if they live off a main road through way. Yes, traffic backs up, and a timing adjustment on the traffic light in town may help alleviate some of that congestion. The main issue I have is the amount of money that is going to be spend on a town project of a population of around 100 residents, when those of us who use route 9 need this route for our quality of life as well.</p>	Mary Jo Walpole

147	<p>We DO NOT want Project 24!!!!!! Loudoun County needs to be left alone, we have enough buildings,houses,data centers etc being built at this very moment. I travel 28 north and south for work, it can not handle 270 traffic with all the traffic it already has. No where have I read where this is going to help Loudoun County Residents. I live in a pretty peaceful neighborhood at this time and would like to keep it that way. Your talking about taking families homes and only giving them what their tax value is worth, THAT IS WRONG!!!!!! Loudoun County is the most expensive county in America, so obviously we have spent plenty of money on our homes. We also have a relatively low crime rate in comparison to the areas around us. Opening our county like this would increase the crime, making it much easier for thieves and drug dealers to get into our Wealthy County. Please consider everything in stake for LOUDOUN COUNTY and please listen to the people....WE DO NOT WANT PROJECT 24!!!!!!!!!!!!!!!!!!!!!!</p>	Mary Smith
148	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p>	Amy Gould
149	<p>Support of efforts to calm the traffic and to mitigate the acute congestion on Route 9, specifically through the Town of Hillsboro.To think that there would even be a conversation regarding taking up taxpayer monies to NOT take the opportunity to do this project at one time is preposterous! So it would make sense to dig up the road several times over the next 3-5 years? Good thinking!Obviously, if you don't live in the town then traffic calming is not an issue to you... Unless, something tragic happens and fingers get pointed, why would anyone want to get caught in the cross hairs on this topic? Imagine waking up every weekday morning at 3:15 AM to the sound of Trucks using their air brakes through the middle of town because the light at the end of town is red, when traffic calming devices would have already slowed down the trucks and traffic. How about the novel idea of having sidewalks for people to walk on through the town to events on either side of town instead of paths that come perilously close to traffic that is already moving 20 mph more than the posted speed limit. Traffic calming devices would help in that regard. Wait! I already mentioned that!! can't tell you how many times I've called and emailed the Loudoun County Sheriffs Office and State Police regarding excessive speeding through town. They may send someone out, and every once in a while someone gets stopped but for the most part, unless you park a patrol car on either side of town, posted speed limits are generally ignored. Why not increase the speed limit signs to say 45 mph or utilize traffic calming devices?Let's get this right. Tear up the road once, bury utilities, install sidewalks and traffic calming devices and be done with it. Pull the band-aid off quickly, it'll only hurt for a little while, or wait, pull it off slowly, prolong the pain and wait for an infection. It sounds pretty simple to me.If this is not done at one time, I guarantee, someone, in the future will ask, "Why didn't we do this all at one time when we had the chance?"On the business aspect. If I live in the city and I'm going out to the country for a day in wine country. I am not going to sit in construction traffic that does not seem to end. I'll go somewhere else where I'm not bothered with sitting in traffic. Tourism in Western Loudoun is booming. Why would you hamper these new businesses and take away that repeat business due to continued construction projects? You have visitors from PA, WV, MD and DC who use Route 9 through Hillsboro. Call me impatient but I won't take the same route if I'm constantly delayed due to construction. I'll spend my money in MD or WV to bypass Route 9 completely. Those small businesses in the Route 9 corridor will suffer greatly.</p>	Stephen Walczak
150	<p>I firmly support an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on these effective solutions for residents and commuters. We've know for decades that another bridge is necessary to keep us from choking on fumes of stalled traffic and ensure adequate evacuation routes.</p>	Mark Trostle

151	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	David Cazenias
152	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	David Ward
153	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Richard Rio
154	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Raymond Nuesch
155	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. This idea has come up several times in the last 30 years, a plan that only serves greedy realstate developers and does nothing to help current residents. It would contribute to more sprawling development, pollution and destroying environment. Please do not pursue! Thank you	Sue Attisani-Lyman
156	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Peter Hoagland
157	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Thomas Burk
158	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Harrison J. Weisner
159	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Carol Miller
160	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Glenn Willard
161	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. Maryland will never allow it anyway. They have only to look at the mess that our county has made of what was once as beautiful as what is across the river to make them realize what a bad idea this is.	Marsha Thompson

162	<p>Please consider adding the following projects to NVTa Transaction Plan:</p> <ol style="list-style-type: none"> 1. Bi-County Parkway Alternative - Roundabout Bundle <ul style="list-style-type: none"> • Route 234 (Sudley Road) and Route 659 (Gum Springs Road) • Route 234 (Sudley Road) and Pageland Lane; • Route 234 (Sudley Road) and Catharpin Rd. • Route 234 (Sudley Road) and Route 15 (James Madison Hwy) • Route 29 (Lee Hwy) and Pageland Lane • Route 29 (Lee Hwy) and Bull Run Post Office Road • Cedar Ridge Blvd and Route 659 (Gum Springs Road) • Cedar Ridge Blvd and Bull Run Post Office • Bull Run Dr and Compton Road <p>Targeted safety upgrades to Bull Run Post Office Road and Pageland Lane (e.g. 12 ft lanes, enhanced lane markings, rumble strips)</p> 2. Route 29 Alternative Routing (Bull Run Dr to either Vandor Ln or Ball Ford Rd over Bull Run) <p>https://www.google.com/maps/@38.8105417,-77.4930018,17z/data=!3m1!4b1!4m2!6m1!1s1HZIOrvEXxynZUC98b50apipWWY0</p> 3. Pedestrian connection between Crystal City and DCA <p>https://www.crystalcity.org/item/crystal-city-pursues-new-pedestrian-link-to-airport</p> 4. Regional Bike Improvements connecting Manassas Park, Manassas and Prince William County connecting parks and Manassas Park VRE <p>https://www.google.com/maps/d/edit?mid=1h_f5ouKbOhHy0Oc_uErwwLiAG5o&ll=38.78397468782235%2C-77.4658978&z=13</p> 5. Convert Dulles Airport Access Road to HOT lanes, make Dulles Toll Road free and pay off Silver Line Metro Bonds <p>https://www.google.com/maps/d/edit?mid=1LZPFtw-hSIG2KFHrL_9SuG2AuE&ll=38.94515811673966%2C-77.32077955&z=13</p> 6. I-95/Route 123/US1 Interchange Improvements <p>http://novarapidtransit.org/I95_VA123_US1_Interchange_Improvement_12152016.pdf https://www.google.com/maps/d/edit?mid=1Z8T5J2xG7W1onakCADF8Dmc6hq8&ll=38.671126899548426%2C-77.25433659999999&z=15</p> 	Mark Scheufler
163	<p>Beltways CREATE congestion. Focus on the Metro and working with WMATA to make our mass transit system better.</p> <p>More roads and lanes just create more sprawl...and no one but the developers want that.</p> <p>Remember: while you all may accept campaign donations from these developers, you represent the voters of Loudoun County.</p> <p>Don't let your legacy become that of the likes of Bruce Tulloch, who will forever be remembered with disdain.</p> <p>We voters do not forget.</p>	Sean Joyce

164	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Joseph Glombiak
165	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Kyung Lee
166	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Harold Allan
167	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Jane Motion
168	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Eric Martin
169	I am favor (positive) of the bridge between VA and MD. I routinely commute from Ashburn to Greenbelt. I travel down route 7 then take the beltway. I would love it, if there was a bridge at 28 that would form an outer beltway. I live very near the proposed bridge site and I want there to be a bridge from VA to MD.	Justin Morgan
170	As a resident of Broad Run Farms for 57 years, not only am I (and my whole family) opposed to a Rt. 28 Extension Bridge over the Potomac into Montgomery County, I oppose any bridge crossing into Loudoun County. To think this bridge will ease congestion is absurd! I've heard numbers quoted in the thousands per hour of cars using the bridge. And where will they go? South on already clogged Rt. 28 or East/West on equally clogged Rt. 7. A bridge is not the answer. Any plan for a bridge across the Potomac pretty much benefits Maryland residents (and Pennsylvania) who live cheaply in their states but benefit from higher wages in Loudoun and pay no taxes in Virginia. It's time we put aside preserving Rt. 15 and do something there! Keep Loudoun Liveable!	PRISCILLA SHINGLETON
171	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Kenneth Garrett
172	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Sharon Spillare
173	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Nancy Milburn
174	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Kristie Kendall
175	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. More access means more people. More people means less open space and haphazard development around new access roads and bridges that are meant to reduce congestion.	John Gavitt
176	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. I grew up in Loudoun, and in 50+ years I've observed that new and wider roads are a very short-term solution--they just bring more development and more traffic. In the end we don't get less congestion from more roads, we get more.	Nan McCarry

	I don't like sitting in traffic on Rt 15 any more than anyone else does--but this bridge is not the answer.	
177	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Karen Jones
178	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Geoffrey Ogden
179	Statement from Supervisor Ron Meyer Broad Run District/Loudoun County: During the first Loudoun County Board of Supervisors meeting on January 6th , 2016, Supervisor Ron Meyer's (R-Broad Run) first motion of the session was to add the Shellhorn Road extension to Route 28 to the Board's Legislative Priority Statement. The motion passed 9-0. "This is why Loudoun elected the youngest member to its board, it's really because of this singular proposal," said Meyer at the meeting. "It is important that we look at any funding options available for this road. It's a priority that has been recently discovered as far as what we can actually do to have an alternative to the Greenway and an additional east/west route."Since Meyer made the motion the addition of the Shellhorn Extension to Route 28 has encountered widespread support across the County and amongst the Board. "[Loudoun drivers] are stuck paying six dollars each way every day for just a couple miles of road. Right now, as a County, we need to make it a priority to make sure that these people can live economically," said Meyer. An average commuter will pay over 3100 dollars per year to just drive to work, not to mention any trips on the weekends. If a commuter has a job for eighteen years, while their children are young, those tolls amount to almost 56000 dollars. Meyer then went on to say, "This would not only help these commuters, but it is also important as we are looking at the Silver Line Corridor - are we going to expect businesses that live on the Silver Line to ask their employees that if they don't take metro to pay six bucks each way every day on the Greenway? Is that a business friendly corridor? I would argue no." So the Shellhorn project has economic development effects on Loudoun County as well as the entire Region. Almost 130,000 people commute out of Loudoun county to work, many are now forced to use the Greenway. When the County or the State is trying to recruit new employers to move here, the cost of the commute is a factor. After several Supervisors spoke in favor of adding the Shellhorn Road Extension to Route 28 to their Legislative Priorities, the Loudoun Board of Supervisors voted unanimously to support seeking state funding for the Shellhorn Road Extension to Route 28. Meyer added, "Our next step is to get this Greenway alternative in the upcoming County budget in April. We have already identified a funding source, and we hope that tonight the NVTA will see the urgent need for this road for now and in the future and you will help us secure additional funding, so that we can start this project as soon as possible.	Judy McCary/Ron Meyer
180	The town is trying to steal my land which was old rt. 719 they received a new bridge and rd and are trying to claim my property old right of way the rd and bridge which they promised to maintain and they have done nothing the bridge is ready to coalape and is barricaded they do not d o not do what they promised and even took me to court for complaining and lied repeatedly to judge buttery stating that the bridge is fine well why is it barricaded you can not believe a word they speak warning I'm against rd project the town mayor and town counsel can not be trusted	Steve smith

181	<p>Statement of Northern Virginia Transportation Alliance</p> <p>On Draft 2040 TransAction 2040 Plan Update</p> <p>The Alliance welcomes this opportunity to comment on the TransAction 2040 Plan and process. First off - development of a regional planning process has long been an Alliance supported priority and the Alliance commends the Authority for continuing this process. The TransAction 2040 Plan and process, however, are complex and defy succinct commentary. Of note, the Plan embraces many critical regional needs supported by the Alliance including:</p> <ul style="list-style-type: none"> the Bi-County Parkway – part of a Corridor of Statewide Significance the Fairfax and Prince William Parkway improvements, upgrades to Routes 1, 7, 28 and 50, a wider American Legion Bridge a new Northern Potomac River Crossing, 8-car Metro trains and express bus services. <p>The Alliance believes that the allotment of hundreds of millions of dollars for bicycle, pedestrian, bus and other projects of essentially local significance is excessive. Also, I-66 and I-95 corridor transit demand can be more cost effectively met by regional Express Bus service rather than Metrorail extensions. In short, the number of projects of true regional significance is much smaller than 358 and the cost lower than \$30 - \$40 billion. In moving forward, the Alliance recommends -- Reducing the number of Performance Evaluation Measures. Fifteen are too many. More weight should be assigned to congestion, delay and travel time reductions.</p> <ul style="list-style-type: none"> Identifying a small group of core group regional investments of greatest regional benefit, the completion of which in the next 20-25 years will be the primary measure of regional transportation progress. Budgeting for the future, not just spending for the moment. Shovel ready is not necessarily investment-worthy. Spending every available dollar annually prevents the accumulation of funds for critical out-year projects. As with a child's education, putting aside funds annually for key future transportation projects is a prudent practice. Advancing the highest performing projects regardless of location because benefits transcend borders. I-66 improvements – for example - benefit Falls Church and City of Fairfax residents far more than small projects within their borders. Stopping calls for more projects once a TransAction Plan is adopted. And above all -- thinking and acting more regionally. A regional plan must embrace a top down perspective, not a collection of local plans. <p>In conclusion while the Draft 2040 TransAction Plan represents an improvement in many areas, the Alliance urges the Authority to continue to work harder on this and future plans to ensure that our region gets not a list of local wants, but the regional transportation plan and network it really needs.</p>	David C. Birtwistle (see #399 and 658 too)
182	NOOOOOO you will ruin so many lives that have worked hard	susan
183	More bicycle infrastructure. I use the Mt. Vernon trail to commute daily from Alexandria to DC. I believe that a bigger support network for biking and improving bicycle infrastructure would be a win-win-win situation. People would be healthier, less traffic, and providing bike parking and lanes throughout downtown areas would promote small businesses.	Joe Ballard

184	<p>To the Northern Virginia Transportation Authority Board</p> <p>From Mark Wertheimer, Principal, Hillsboro Charter Academy</p> <p>As a recent transplant from Colorado, I am amazed at the incredible gem that is found in the Wine Region of northwest Loudoun County! What an amazing preserve of architecture, farmlands, history, and nature is found in this region! What unique businesses thrive in this unspoiled area! This exceptional area also provides an extraordinary opportunity, less than an hour from the major metropolitan areas to the east, for city dwellers to immerse themselves in the rich history, both natural and man-made, of this incredible state. As this area thrives, so its population grows. And not only in this region, but concomitant growth is burgeoning in the surrounding areas in Maryland and West Virginia. As such, there is an ever-increasing number of commuters using Virginia highways. One such road is State Route 9, a heavily-used highway connecting Leesburg and Charles Town, West Virginia (and Martinsburg, WV beyond). Indeed, this highway also funnels much traffic coming in through Harper's Ferry, WV heading for Washington D.C. And all this traffic funnels through the tiny hamlet of vintage stone houses that comprises Hillsboro, Virginia, where our school has lived for decades. As this traffic increases, not only does the congestion cause consternation for all travelers on this over-used route, it also increases the safety hazards for our children. As drivers get more and more exasperated with the delays caused by our current highway configuration, no amount of law enforcement, and solutions, such as a radar-enhanced speed limit sign, can mitigate the ever-more-hazardous conditions right in our front yard. What we need to allay our congestion and dangers, once and for all, is the implementation of the long-languishing highway plan, with all its calming structures and measures, as has already been fully vetted through the HILLSBORO TRAFFIC-CALMING, PEDESTRIAN SAFETY AND CONGESTION MITIGATION PROJECT. This project, long in the making (over 15 years), has already garnered 50% of its costs from local efforts. I have learned that we have been identified as a regional "hot spot" for congestions, and our project is among the 350 regional projects eligible for NVTa funding this coming year. This letter is to highlight the unique rationale and near-crisis level of need that mandate approval process for our local project. We know this project WILL happen, it is just a matter of when. Among the reasons why it absolutely must happen now is the fact that there are parallel projects also underway that upgrade water, sewer, and utilities, causing disruption in the same area. These alone will put additional stress on an already critically over-capacity infrastructure. As is well known, this area already has congestion issues that seriously impede ANY transportation from taking place in a timely fashion, especially during heavy-usage times. Backups on either side of the village can back up for miles. Once any construction begins, the wait times will likely no longer be measured in mere minutes, but it could approach an hour or more. For the obstructions caused by implementation of the parallel projects to then be followed by ANOTHER round of obstructions caused by a delay in the Calming project would mean additional months, if not years, of an already near-untenable traffic situation. I know the NVTa is getting flooded with constituents from many quarters, some of them well-funded and many of them powerful and well-connected. In that clamor of voices, please pay special attention to the small voices of the rural and grass-roots efforts of this singular community. I know that the NVTa Board will reap extraordinary benefits, both in costs-effectiveness and in public good will, with approval of the HILLSBORO TRAFFIC-CALMING, PEDESTRIAN SAFETY AND CONGESTION MITIGATION PROJECT as part of this year's NVTa funding process. Thank you for soliciting our inputs. I know our voices will be heard.</p> <p>Sincerely, Mark Wertheimer Principal Hillsboro Charter Academy Cell/text/voice mail (970) 674-9217 mark.wertheimer@lcps.org</p>	Mark Werthemer
185	<p>I live within 5 miles of Hillsboro. I use Route 9. I am on the BOD's of Hillsboro Charter Academy. We need the congestion mitigation project on RT. 9 to move forward as soon as possible for the safety of our students and their parents.</p>	Yvonne Balfour

186	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.</p> <p>Thank you</p>	Ron Sanseverino
187	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.Thank you</p>	Carol Hall

188	<p>I am a proud resident of Catharpin Va and once again we are facing the threat of the "Bi-County" Parkway from the NVTa and mostly Loudoun County. I think I speak for most residents of the area when I say we moved to the rural crescent to get away from traffic, to get away from the stacked and/or cramped housing, to enjoy the peace and quiet the area offers and to have land that we could use for many purposes. Loudoun County has approved and allowed 10's of 1,000 of homes to be built on what was not too long ago wooded and gravel road areas. This already greatly impacts the residents in the Catharpin, Haymarket, Manassas and Gainesville areas and negatively - not one positive thing comes from introducing tons of traffic from allowing homes to be build on roadways that the local resident choose to keep and want for their quality of life. Your choice to pursue this impacts the quality of life of all the folks that chose to live in the rural crescent and now are being punished for investing greatly in the peace, quiet, clean air and reduced traffic that we all sought and want to keep. The very video you have released for reasons to introduce new roadways are the very things that will impact the current residents of the areas affected - we go from a healthy and relaxing quality of life to the undesirable effects of unpredictable travel times, greatly increased traffic, more fuel cost and consumption, greatly increased noise and poorer air quality - NOBODY WANTS THAT!!! There are existing roads and highways that could be widened without affecting current residents, destroying their property and homes and disrupting the current quality of life we have sought and will fight to the end to preserve. Expansion of Routes 50, Route 15, Braddock Road, Gums Springs road into more lanes could greatly reduce traffic and travel time without the need of a Rt50-Int66 connector called the Bi-County Parkway. You cannot surely or morally impact the lives of so many residents that have lived in the area for long before Loudoun County decided to exploded with residential housing, that is their fault and was their decision - not ours. To not even hold a Public Hearing about this Bi-County Parkway in the Haymarket, Catharpin, Gainesville areas in honestly appalling, sneaky and corrupt - the main reason you didn't choose to hold a meeting in the area affected is because you know that the residents DO NOT WANT IT and will voice their dissatisfaction and will fight every attempt for this to happen. I am a reasonable man and I understand that the area is growing and housing is growing, but making poor choices to allow building construction and housing that exceeds roadways/infrastructure and impacts the very quality of life that the local residents have pursued, enjoyed and will fight to preserve is both criminal and hostile. How are the rights and wishes of the people who want the rural crescent and all that it entails and less valuable than the rights of those pushing for the Bi-County parkway - It is not their land and homes that are impacted, it is ours and you as politicians and agency managers will have failed the people that this most impacts if you continue to push for this project. Let us live in peace and quiet and enjoy what we have worked our whole lives to be able to afford.</p>	Brian Jurgensen
189	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.Thank you</p>	John Burke

190	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.</p> <p>Thank you</p>	Patrick McGarvey
191	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.</p> <p>Thank you</p>	Kate Schwarz
192	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.Thank you</p>	Steven Vogel

193	<p>Dear NTVAuthority,</p> <p>The definition of Insanity is when one keeps doing the same thing and expecting a different result. The car centric transportation policy of the last 70 years has delivered a DC metro region is non functional for Seniors and Children whom make up at least 20% of the population and hardly works for working adults whom or forced to spend many hours behind the wheel for basic needs. It's time we invest in other forms of transportation besides the auto. \$44 billion is such a waste to spend on a system that we already know does not work.</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Peter Henry
194	<p>Dear NTVAuthority,It always amazes me that your department sits in your ivory tower and dictates how we should commute I am very concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my neighborhood.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Yet you continue not to listen to us. VDOT is suggesting superstreets and sound walls for Richmond Highway! That makes no senseThis is totally in contrast to the vision of gathering places , walkable , bikeable , mix use neighborhoods along Rt1 in the Lee and NV districts. Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.I am an elected co chair of the Mount Vernon Council of Citizens Associations The MVCCA wants better options for mass transit and land use MVCCA is a volunteer non-profit that's been around since the 1970's.How about listening to us We live work and play here -- you don't!</p>	Katherine Ward
195	<p>Thank you in advance for your consideration of helping the Hillsboro community with this project. As a Frequent commuter to this area (and someone who enjoys to walk around town with her children in tow) I firmly believe that the towns proposal to build the roundabouts and create sidewalks will be a huge benefit for the residence, businesses, and commuters alike.</p>	Asli Baki

196	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Udit Minocha
197	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.Thank you</p>	Sonya Breehey

198	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Bruce Wright
199	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <p>Wow - it's almost impossible to see how this is investing our tax dollars to make Loudoun's communities from being surrounded with big highways and lines of cars just passing by.</p> <p>I went to Briar Woods High School and I can only imagine how terrible it is to make Belmont Ridge Road to be a fast moving highway passing through right behind schools and cutting through communities which is now at least they are peaceful and more like a neighborhood.</p> <p>Please do not invest in these projects.</p>	Attila Aliriza
200	<p>I am vehemently opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters such as improved connections to mass Transit. Building new and larger roads only serves to increase traffic, air pollution and sprawl.</p>	Helen Dimos
201	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.Thank you</p>	Jasen Farmer

202	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Troy Riemer
203	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Katherine Connell
204	<p>Project 24: Do not build a bridge in Loudoun up route 28 into Maryland!</p> <p>Great concerns about increased congestion, increased carbon footprint, increased noise pollution; environmental impacts;</p> <p>This project will take away much limited dollars from projects which are much more time sensitive, such as improving greatly needed infrastructure and road improvement. It will put a HUGE strain on already overly congested traffic on Route 28 and route 7, while 47% of LOUDOUN residents work in Loudoun and this BRIDGE would be a "through way" to Fairfax, route 66 and beyond. It will greatly destroy neighborhoods in it's path.</p>	R Fisher

205	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. My generation doesn't want to drive - we want to take the metro, or the bus...Can you please invest in easily accessible public transportation in Loudoun.Thanks.	Izzi Aliriza
206	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Rachel McAlpin
207	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Dean McAlpin
208	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Liz Dyer
209	<p>Thank you for giving VDOT the opportunity to comment on the draft TransAction plan, and to participate in its development as a member of the TransAction Subcommittee. The VDOT Northern Virginia District Transportation Planning Section has the following comments:</p> <ol style="list-style-type: none"> 1. There are 358 candidate regional projects included in the plan. VDOT was encouraged to contribute projects and review preliminary project lists. The TransAction Project List appears to include VDOT's input, and provides a good basis for identifying projects to be rated and funded during NVTA's upcoming Six Year Plan process. 2. We appreciate NVTA retaining the HB 599 project evaluation measures as part of the larger group of evaluation criteria NVTA uses in its performance-based planning and project evaluation process. We look forward to working with NVTA during the Six Year Plan process, which will require us to demonstrate that each project funded by NVTA Regional Funds has been evaluated through a process consistent with the requirements of HB 599. 3. Most of the draft summary brochure consists of a description of the analysis and scenario evaluation phase of the planning process. We suggest that you include more explanation of the actual Plan, ie, what are the major proposals of the Plan. 	Norman Whitaker

210	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Amie Ware
211	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.Thank you _____</p> <p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.Please set priorities of smart growth (pleasing both sides) We like to get to work rapidly with less headaches, but we also want to live in a welcoming, pleasant surroundings. We need metro-rail extensions, more rapid bus transportation, more commuter busses, fixed local roads construction, and walk/bike connections</p>	Merry Alice Macke
212	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Michael Morency
213	<p>To Whom It May Concern:</p> <p>I am adamantly opposed to this project. I will not reiterate the negative elements of this plan but am curious as to why the Board has unanimously voted for it. Personally I suspect there is a conflict of interest on the part of some or possibly all the Board members (ie, friends or family are/will either be involved in the project or are employed by one of the large businesses that favor the plan).</p> <p>If not a conflict of interest, then the conclusion is that the Board is not adequately equipped with making cost effective decisions. Case in point, the Pacific Blvd overpass that stretches over the W&OD Bike Path. While not to the same scale as the current project, the overpass on Pacific Blvd likely cost and will continue to cost the citizens a lot of money when the situation could have been easily solved with a traffic light.</p> <p>So which is it: a conflict of interest or a lack of sound decision making? I look forward to receiving your answer.</p> <p>Regards,</p> <p>Barbara Sinclair</p>	Barbara Sinclair

214	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.Thank you</p>	Lowell Nelson
215	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It’s time to focus on more effective solutions for residents and commuters.</p>	Sheri Ross
216	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Roy Wilensky
217	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It’s time to focus on more effective solutions for residents and commuters.</p>	Elizabeth Betts
218	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It’s time to focus on more effective solutions for residents and commuters.</p>	Bruce Lawton

219	<p>Re. Town of Herndon request for inclusion of its roadway projects in NVTA's TransAction Transportation Action Plan for Northern Virginia</p> <p>Dear Chairman Nohe: This letter is to request that the Northern Virginia Transportation Authority (NVTA) consider inclusion of the following Town of Herndon roadway projects in NVTA's TransAction Transportation Plan Project List:</p> <ul style="list-style-type: none"> South Elden Street Reconstruction (Project ID# 110): Reconstruct South Elden Street between Herndon Parkway and Sterling Road; and Sterling Road Reconstruction (Project ID# 310): Reconstruct Sterling Road between Elden Street and Rock Hill Road. <p>It is hoped that the town's roadway projects were mistakenly omitted from NVTA's project list. The identification numbers for each project were previously listed in the NVTA project database, as shown above. These two town projects are both classified as arterial roadways and both are an inherent part of the Northern Virginia regional transportation network (as shown on the attached map). The projects are included in the town's comprehensive plan and capital improvement program as well as the TransAction 2040 Plan, adopted in November 2012. Please note that both of the aforementioned town roadway projects are extensions of and directly connected to separate Fairfax County and Loudoun County roadway projects (i.e. TransAction, Segment 3-1, Project ID# 29 in Fairfax County and TransAction, Segment 1-3, Project ID# 171 in Loudoun County), of which are listed in NVTA's project list and proposed for inclusion into the TransAction Plan. And, as per the project description submitted earlier this year to the consultant team, both town 777 Lynn Street, Herndon, VA 20170-4602 herndon-va.gov Honorable Martin Nohe, Chairman Northern Virginia Transportation Authority July 21, 2017 Page Two projects are 'complete street' initiatives to include signalization and capacity improvements at each intersection as well as multi-modal streetscape, bike, pedestrian and transit access improvements. Herndon has been and will continue to be severely impacted by substantial redevelopment and increasing land use density in both western Fairfax County and eastern Loudoun County. The town's thoroughfares are being used as alternatives to the surrounding roadway network (Fairfax County Parkway, Route 28, Dulles Toll Road and Dulles Greenway) resulting in ever-increasing traffic volumes and congestion along both the Elden Street corridor and Sterling Road. I encourage the NVTA to consider the Town of Herndon's request for its roadway projects for inclusion into NVTA's TransAction - Transportation Action Plan for Northern Virginia. Thank you for your consideration of these critical Town of Herndon roadway projects.</p> <p>Regards, Lisa C. Merkel Mayor</p> <p>cc. Members of Herndon Town Council Bill Ashton, Town Manager Lesa Yeatts, Town Attorney Elizabeth Gilleran, Director of Community Development Mark Duceman, Transportation Program Manager Monica Backmon, Executive Director, NVTA Keith Jasper, Principal, Transportation Planning and Programming, NVTA</p>	Mayor Lisa Merkel
220	<p>Loudoun County would like to have the following project description changes made in the final plan of TransAction:</p> <ol style="list-style-type: none"> 1. TransAction Project ID: 24 – Outer Potomac Crossing – Project Description should read: “A roadway crossing the Potomac River from the VA Route 7 corridor into the state of MD, east of Goose Creek in Loudoun County”. 2. TransAction Project ID: 190 – Widen US 15 – with the Board of Supervisors have taken recent actions that impact the limits of this widening the revised description should read – “Widen US 15 to 4 lanes from Battlefield Parkway interchange to Montresor Road”. 	Robert S. Brown

221	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Barry Greenhill
222	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	James Francis
223	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Alexandra Ramirez

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225	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Russ Noseworthy
226	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	William Richards
227	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Joshua Cameron

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229	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Benjamin Eason
230	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Alvin Corredor

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232	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Justin DeCastra
233	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Catherine Wauters
234	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Matthew Levens

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236	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you.</p> <p>Dear NTV Authority, I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family. When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic. Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments. Thank you</p>	Allen Irwin

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238	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you,</p>	Robert Sutton
239	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Maryann Carbuccia
240	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Sviatoslav Voloshin

241	<p>I am a full-time cyclist in a one-car family. I strongly support additional bike facilities, trails and lanes, especially north-south routes through Arlington, routes in the Route 7 corridor, and routes between the Sterling area and the Lucketts/Lovettsville areas north of Leesburg.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Don Mitchell
242	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Liz Golden
243	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Tim Roche
244	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Ted Procter

245	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Melissa Watson
246	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Paul Baldino
247	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Zach Gasper

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249	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Jason Ray
250	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Ronnie Ruiz
251	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Ulugbek Jainakov

252	<p>As a resident of Arlington, Virginia who uses a bicycle for errands and recreation, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. I commuted regularly with my young children when we lived in Cambridge, MA and the city connected our outlying neighborhood to a network of separate bike paths. I have missed being able to do that since my move to South Arlington, so I welcome plans to build more protected bike paths and hopefully protected connectors to existing paths.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Harriet Morgan
253	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Rob Hines
254	<p>As a resident of Reston, Virginia who uses a bicycle to travel through the Greater Reston area, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure, especially along the Route 7 corridor.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p>	Jim Traylor
255	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Laura Kubitz

256	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Michael Menchel
257	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	John Hattin
258	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Jonathan Zuckerman
259	<p>As an Arlington resident who bicycles to exercise and to commute, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Krista O'Connell

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261	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Evans Lo
262	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Gail Shor
263	<p>Dear Sir/Madam,As a resident of northern Virginia who uses a bicycle to travel through the region, including commuting to work, I am very pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.Only with a multi-modal approach may be improve on our congested traffic.Thank you</p>	Marc Bursk

264	<p>Two months ago I was riding my bicycle to work at 8 am on a sunny Sunday morning (May 14th, Mothers' Day) when I was smacked by a motorist who told a police officer she didn't see me. I lay there in the gutter with a broken leg and dislocated shoulder and realized a quarter-mile beyond the section of Army-Navy Drive where I was hit during very low-volume traffic, a bike lane begins. So close, and yet so very far.</p> <p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Bruce Ward
265	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Carlos Goldie
266	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Daniel Clark

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268	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Rob Aruta
269	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	James Lennan
270	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Jason Gross

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272	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Sheri Bergen
273	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Richard Houston
274	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Lynn Salvo

275	Please fund the entirety of the Hillsboro Traffic-Calming Pedestrian Safety and Congestion Mitigation project so that all phases may be completed simultaneously.	John Robertson
276	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Ivan Jaques
277	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Rob Dvorak
278	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Richard Markey
279	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Mark Little

280	<p>As a resident of northern Virginia who uses a bicycle to travel to work, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Also be sure they are provide safe road crossings, signage and protection from highways/roads with higher speed limits</p> <p>Thank you</p>	Monique Hanis
281	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Erik Hovland
282	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Antony Maderal
283	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Kevin Lindsey

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285	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	John Tschetter
286	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Catalin Frent
287	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Andrea Poole

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290	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Luke Hollomon

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292	<p>Please fund the roundabouts in the upcoming Hillsboro project to mitigate the daily acute congestion and delays and slow the speed of traffic along this corridor.</p>	Keith Mitchell
293	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Brian Norris
294	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Avital Barnea

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296	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Garrett Brann
297	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Susan Hammons
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300	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you,</p> <p>Maggie Espino Arlington, VA resident and taxpayer</p>	Maggie Espino
301	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Luis Laso

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303	<p>As a resident of northern Virginia who uses a bicycle to commute to work daily, as well as for recreation, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. In particular, improving our most heavily used paths like the Custis trail, and creating new corridors such as the proposed route on Leesburg Pike, would continue to make Northern Virginia a leader in bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. A strong bicycle network helps to make northern Virginia one of the most desirable places to live in the U.S.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Doug Fagen
304	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	John Jeszenszky

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307	<p>As a resident of Purcellville, I want to express my support for the NVTA Draft Plan and particularly the inclusion of projects on the Rt. 9 corridor to address congestion. I am very supportive of the Traffic-Calming/Congestion Mitigation project approved and set to begin in 2018 in the Town of Hillsboro and am hopeful the NVTA will fund the project's roundabouts, which will be most effective in both easing congestion by keeping traffic moving and improving safety in Hillsboro and along the corridor. The congestion through Hillsboro/along Rt. 9 to 287 can add 20 minutes to my in the morning! Thank you.</p>	Kimberly Fognano
308	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Alex Canizares

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310	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Jason Maddux
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313	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <hr/> <p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Gina Paige
314	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Kristi Dudash
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318	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Will Reinhardt
319		LATISHA M WILLIAMS
320	<p>I am opposed to the Trans Action Project ID 236, Reference 14. I have viewed the Regional NVA maps and have driven the route, which I personally use, to confirm my viewpoint. The closure of US 29 from Pageland Lane to the stone bridge over Bull Run will cause many local people to be inconvenienced to accommodate the new real estate in South Riding area(Loudoun) and Haymarket (Prince William). If you are local (Centreville and nearby) you will only have the option to use I-66. A quick trip to the park will be inconvenient. Losing this route when it is extensively used every day as an alternative is unacceptable, especially since more new homes will added as land becomes available on this route and soon it will be overcrowded, too.</p>	Janet Bowman
321	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Joseph Valerio

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324	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Kathleen Beadle

325	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling is important to me. I bought my house to be close to two bike trails (W&OD and Fourmile run). Before I retired I regularly road my bike to work in DC. Now that I am retired I ride throughout northern Virginia. Biking is a great low impact exercise for older folks like me. I live near route 7 and would appreciate more biking accessibility there so I could use my bike more for shopping. I don't feel safe biking there should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Suzan Chastain
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327	<p>Earlier this year I tried to plan a bicycle trip for a group of retirees that I frequently ride with. We were planning a Richmond to D. C. ride. The planning went well until we passed Fredericksburg. Beyond that the roads are narrow, heavily trafficed, and, frankly, dangerous for cyclists. Unfortunately, we were never able today plan a route that seemed safe.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Apharat Siler

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333	<p>Earlier this year I tried to plan a bicycle trip for a group of retirees that I frequently ride with. We were planning a Richmond to D. C. ride. The planning went well until we passed Fredericksburg. Beyond that the roads are narrow, heavily trafficed, and, frankly, dangerous for cyclists. Unfortunately, we were never able today plan a route that seemed safe. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Richard Hilliard

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335	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Carina Hreib
336	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Christian Maimone
337	<p>I am writing to support the Hillsboro Traffic-Calming, Pedestrian Safety and Congestion Mitigation project. My husband and I have lived in Loudoun County our whole lives, and truly believed that congestion would dissipate as our family moved west (from Sterling, to Leesburg, to Round Hill) . Sadly, this is not the case, and with our children beginning enrollment at the amazing Hillsboro charter school this coming year, we are nervous about the impact of prolonged construction within Hillsbro on our commute in and out of town, and our children's safety. Route 9 has become a very scary passage - we have moved away from many businesses we fell in love with, simply because the traffic conditions weren't worth the risk. I would hate for our amazing area to suffer the same!</p>	Christine Sheets

338	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Don Pitchford
339	<p>Dear NTV Authority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>In addition to this; we need better regional bus service connecting outlying Metro stations with Winchester VA, Front Royal/Strasburg/Woodstock VA, Luray VA, Harrisonburg VA, Culpeper VA, Woodbridghe/Dale City/ Triangle VA, Manassas VA, Haymarket VA, South Riding VA and even Charles Town/Martinsburg WVA.</p> <p>It is also time to revive WMATA's "Smart Mover" 14A, 14B, 14C, 14D and 14M Virginia - Montgomery County MD lines. Plus institute a new Ballston - Tenleytown Metro Station bus operated by WMATA called Route 22W that would run from Ballston to Tenleytown via Ballston - Marymount University - Walker Chapel- Chain Bridge- Sibley Hospital - American University to Tenleytown Metro Station on Weekdays.</p> <p>Thank you</p>	Niels W. Pemberton
340	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Michael Hunt

341	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Jose Minus
342	<p>One of the reasons of us, and many of the people I speak with lives in Loudoun because of the fact that it's not (yet) surrounded by roads with heavy traffic all the time - like it is in Fairfax today.</p> <p>Keeping and improving the sense of "community" should start with "not" widening our roads, building more bigger roads or even adding bridges to invite more traffic to go through our communities.</p> <p>Improving existing roads with connections, not increasing the population, investing in effective public transportation, and focusing on building the viable, thriving Silver Line Metro area will benefit everyone in Loudoun as well as our neighboring counties.</p> <p>Making Loudoun Ready for the Future? Let's remember all those studies, reports and researches done that shows that the "millennials" don't want to own a car to commute so they certainly won't be interested living in an area that has big roads with passing traffic... Yes there is a problem - but let's not loose our focus from making Loudoun future ready. Let's make Loudoun a place where people want to live - so those who are driving by would want to move to Loudoun instead of driving through Loudoun.</p> <p>Sprawl. New and ever-widening roads create development pressure and induce sprawl. Instead of supporting walkable, thriving communities, they become physical barriers and incentives for people to move farther away from work. Everyone I talk to is tired of more and more housing - and fast growing population. It's again - isn't helping with our reasons of moving here. As the existing homes in the pipeline being built - let's find a way to connect them better and improve the traffic within Loudoun County.</p> <p>Furthermore, when combined with the Bi-County Parkway to form the Outer Beltway, a new bridge would promote increased development in the Loudoun Transition Area, Montgomery County Agricultural Reserve and the Prince William County Rural Crescent, all areas that citizens have long supported for conservation, not sprawl.</p> <p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <p>Let's find solutions to our problems with the fact that Loudoun should stay as a community where peaceful, sustainable lifestyle is a priority.</p>	Oya Simpson

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344	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Fred Blott
345	<p>To Whom it May Concern,</p> <p>As a Prince William county resident, I request the removal of the Bi-County Parkway from the County's Comprehensive Plan. We do not need more traffic and congested roads, or changing any part of the Battlefield Park in Manassas any more than it already has been.</p> <p>Thank you</p>	Courtney Sanossian
346	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Tierney Monahan
347	<p>The western end of Prince William County has been a destination for folks looking to leave behind the densely packed and traffic congested areas inside the beltway. By implementing the bi-county parkway you are destroying what makes this end of the county so wonderful. We do not need more truck traffic and we don't need to reroute our current roads to benefit investors and developers who do not live or work in this area.</p> <p>Please remove the bi-county parkway from the County Comprehensive Plan!</p>	Brian Vargo

348	We have limited funds. I believe we should prioritize transportation by spending funds on projects that will truly relieve congestion and commute times. The bi county parkway is not needed and if anything will increase congestion!	Tom Fife
349	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Michael Feldman
350	I live in Fairfax near Vienna Metro. I bike to work, to the store and to my kids daycare. We have some nice bicycle paths but we need more. Bike paths are great for bikers but they are great for the community as well. When there are bike paths people get out of their cars and houses and get closer to their community. Please build more bike paths!	Tom Gullo
351	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	cristina lewandowski
352	No bi County Parkway. I live in Gainesville VA .	Mary Margaret allegro
353	The Hillsboro project needs to be done promptly to encourage quick resolution of safety and traffic congestion issues.	Jennifer Boyle
354	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you	Ken Robertson
355	Sirs, The construction of a North-South Corridor/Bi-County Parkway — US 50 to I-66 is unacceptable to the local Prince William community. If additional pavement is necessary widen existing Rte 15. This is another ploy by land developers to benefit themselves without consideration for anyone else. VTY	Camille Klein
356	Good Afternoon Northern Virginia Transportation Authority, I am requesting that you once again remove the Bi-County Parkway (formerly known as the Tri-County Parkway) from the County's Comprehensive Plan and please stop trying to resurrect this harmful & unnecessary project. The citizens of Prince William County have made their position on this project clear and I am confused as to how this plan continues to come up. Thanking you in advance for doing the right thing,	John Bridgman

357	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you.</p> <hr/> <p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Andrea Hamre
358	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Althea Johnston
359	<p>Please remove any funding proposal/wish from your plan for the Bi-County Parkway thru Prince William County.</p> <p>Any plan to close Route 234 and Route 29 in the Manassas Battlefield should be dropped. That intersection could easily be fixed if it weren't for the intransigence of the Federal Park Service.</p>	Edwin Horan

360	<p>I don't want the Bi County Parkway.</p> <p>There is too much traffic in Prince William County. We want to get the rural areas in Prince William.</p> <p>I am tired of my elected officials not listening to the citizens. Instead you list to the developers and people who will profit from the parkway.</p> <p>VOTE NO TO THE BI COUNTY PARKWAY.</p>	Tamara Feliciano
361	Remove bicounty parkway from the plan to match PWC's comp plan.	
362	<p>No to the bicounty parkway in prince william county Virginia!!</p> <p>Thank you</p>	Rachel
363	<p>Why I'm taking the time to write this personal opinion? I can't really say. After Cory Stewart's backhanded, traitorous and cowardly behavior at the ADAMS hearing and vote, what good does it do to express your opinion to the PWC Board of Supervisors? Probably none. In case you don't know it, a majority of the voters in the Rural Crescent have lost ABSOLUTELY ALL trust and confidence in the PWC Board of Supervisors. You people have betrayed and abused the office we voted you into. This current BOS is as corrupt as it comes and pays absolutely no attention to the wants and needs of the residents it is supposed to represent. Instead the board panders to special interest groups, IE: developers, real estate brokers and high contributors to your campaign. So tell us now how much \$\$ did ADAMS donate to Cory Stewart and Co. HMMM? How about the truth for once? You people have screwed the residents of the Rural Crescent, without even so much as giving us a kiss, before or after. No-body I know out here in the rural Crescent wants this stupid Bi-County Parkway, but will that influence the very people we elected to LISTEN TO OUR WANTS & NEEDS, highly unlikely. What will probably be the joke of the day... as my position on this project, I will state publicly in writing that I'm against this boon-doggle project that is in nobody's interest except your developer buddies and political contributors. Certainly not the residents in the area in which there will be untold disruption, inconvenience and misery because of this asshole project!! What I'd like to know is how many developer friends of the individual board members are FOR this project. Names please? And how much money have these "developer friends" contributed to your political campaigns and PACS to lobby for this project? A little disclosure please? Yea right. There is no truth, justice, fairness or transparency where the PWC B.O.S. is concerned, and the board of Supervisors just proved that beyond a shadow of a doubt with the latest display of open contempt during and after the ADAMS vote. ***Please don't take this personally Jeanine, it's not pointed at you. You are the ONLY member of the board with true integrity and respect for the rule of law. Too bad your constituents don't follow your lead!***</p>	Robert Leyshion, Jr.
364	<p>The NVTA decided to keep the Bi-County Parkway in their plan. It is well known that the pushers of this roadway are real estate developers. I do not understand how making rich developers even richer helps anyone not already rich. No bi-county parkway. Stop developing the Rural Crescent.</p>	

365	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Steven Pousinho
366	<p>If you take a look at the app STRAVA you can see all the commutes from Fairfax into DC using the WO&D trail. It is surprising and impressive to see the distance people travel by bike. I believe a great bike trail system is great for commuting, and the normal fitness and active lifestyles Northern Virginia residents seek. The WO&D trail constantly has walkers, runners, bikers, etc. I am very excited for the I-66 trail that is being designed and built, I do believe it should be on the neighborhood side of the sound wall for easy trail access, shade, and protection. I also think a paved cross county trail from Manassas to Fairfax/Springfield to Annandale to DC would be great too. Something along 395/95. The more WO&D like trail highways that are built the more riders you will see. Many people want to commute by bike, but are too intimidated by the congested roads.</p> <hr/> <p>Project 55: Construct a trail along US 29 from Dixie Hill Rd to EFC Metrorail Station. Is a great idea and would be excellent for my bike commute.</p>	Erik Hovland
367	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p>	Ozlem Guney
368	<p>While we certainly applaud and welcome proposals to improve traffic along the Rt 28 corridor, we would like to take exception to the proposed Option 9, extending Lake Drive through Euclid Ave. There doesn't seem to be any positive benefit to that, only negative. It would mean going through or adjacent to Chesapeake Bay Preservation Areas or displacing over 100 families. In addition it would mean costly construction of several bridges, only to bring the traffic to a standstill as it passes several schools with restricted speed limits. Additionally, there are a LOT of hills on that road, and construction would be costly and traffic would certainly not be able to attain current speeds on Rt 28.</p> <p>We live at the corner of Lake Drive and Pine Street. Even if our property were not included in the acquisition, this option would severely reduce the property values of every property close to it, along the corridor and back a couple of blocks from that route, as the entire area is residential. As Realtors, we have fought hard over the past 24 years we have lived here to RAISE property values (and taxes for Prince William County) by aggressive appraisals, valuable improvements to our property that have inspired neighbors to do the same. We would hate to see all that value erased by putting a very busy road through the middle of our neighborhood. As well, we have a close community culture here that is very hard to find in Northern Virginia neighborhoods.</p> <p>We would like to see Centreville Rd widened to the originally proposed 6 lanes. It could be shuttled across Liberia to meet Rt 234 to connect with Rt 28 south of town at the Bypass.</p>	Alexander & Patricia Bogenn

	Thank you for your consideration. Pat & Alex Bogenn, 7504 Pine Street, Manassas, VA 20111	
369	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Letitia Kashani
370	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Kathleen McDermott
371	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Len LeRoy
372	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you	David Dent

373	<p>Even though the supervisors in the east don't agree with the supervisors and the residents in the west, this proposal is being poorly handled and needs to be killed once and for all.</p> <p>The rural crescent is sacred. That is the way the PWC citizens want it, that is the way it should be preserved. We already have opened the door for religious facilities, the next thing will be commercial development and then more homes.</p> <p>Preserve what little open real estate we have, preserve the battlefield and history that goes with it.</p> <p>Enough time and effort has been wasted on this proposal</p>	Bob Martin
374	<p>Having followed these subjects for a number of years, I would again this time around add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p>	William Stewart
375	<p>The Bi County Parkway alignment on Northstar Blvd. from Route 66 to Route 50 received low ratings and therefore should not be funded, project ID 226. I would ask that NVTA not fund project ID 226 based on the ratings. Northstar Blvd is a neighborhood road that goes thru residential developments and near schools in Loudoun County. As a north south road, traffic congestion does not occur. Project ID 119 is needed but only 4 lanes to alleviate traffic from Brambleton to/from Route 50. Project ID 187 should not be funded because we do not need 6 lanes from Belmont Ridge Road to Braddock Road. Project ID 185 and 186 should also not be funded. Again, we do not need 6 lanes on Belmont Ridge Road between Riverside Parkway and Route 7 and between Croson Lane and Northstar Blvd.</p> <hr/> <p>Loudoun County is planning a 2 lane roundabout at Trailhead Drive/Lenah Road and Route 50. Project ID 165 calls for 4 lanes from Northstar Blvd to Lenah Loop Road which has been renamed Trailhead Drive. This project is not needed because Route 50 is already 4 lanes and traffic moves efficiently when it goes to 2 lanes near Lenah. NVTA should not spend money expanding Route 50 before the roundabout because it will need to remain 2 lanes.</p>	Laura Tekrony
376	<p>Dear NVTA,</p> <p>My Prince William County representatives removed the Bi-County Parkway from our Comprehensive Plan last year.</p> <p>No one elected NVTA to overthrow or supplant our county government, so please drop your illegitimate plans for a Bi-County Parkway through Prince William and its Rural Crescent before any more money is wasted.</p> <p>By the way, robbing people of land in the path of the parkway in order to profit developers is not a noble endeavor no matter how you spin it.</p>	Andrew Wack
377	<p>We are residents of western Prince William County and are opposed to the Bi-County Parkway and would do not want the traffic or development that would accompany it.</p>	William & Patricia Mullins

378	<p>Dear NVTAs Representatives,As a retired USAF officer, I have lived and traveled throughout the world and seen a myriad of successful and creative approaches to urban development. Germany in particular is highly conscientious in preserving the natural beauty of its forest lands and meadows, while providing for sensible urban development.Sadly, in my native Virginia, and in Prince William County in particular, I am witnessing what appears to be an all out assault on our forest lands, with no end in sight. My goodness, what are you people thinking?? - our county becomes more unsightly each and every day. Apparently real estate developers have more sway than common citizens like myself in mapping the future of this county.I urge you to PLEASE remove the Bi-County Parkway from your plan. If approved, this project will:</p> <ul style="list-style-type: none"> ·Increase, not reduce, traffic in Prince William County ·Lead to increased residential development in our rural areas ·Permanently change the historic Manassas Battlefield Park (closing Rt. 234 and Rt. 29 that run through the park) ·Bring increased truck traffic through our major roadways 	Henry Lee Sublett
379	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	KAAN DILBER
380	<p>I do not support the Bi-County parkway development.</p> <p>I believe we should prioritize transportation by spending funds on projects that will truly relieve congestion and commute times.</p>	Jo Ellen Hargett
381	<p>Caution about the four Route 28 alternatives; clarify #226 Bi-County pkwy is in the Plan since it is CoSS, remove text "close US29 from Pageland Ln to the Bridge over Bull Run" from #226 and add it to #254 (construct Manassas Battlefield Bypass), Southern Potomac Crossing is not in the Comp Plan, #324 Joplin Rd - County may reduce speed limits, support ITS/ICM measures, provide "Route 29 Altenrative Route (Lee Hwy/RT29 to Fairfax County)" as an alternative to #254, and include "Ferry service from PWC to Alexandria/DC"</p>	James S. Davenport
382	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Emily Boydston

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384	<p>Hello!</p> <p>My family and I are brand new to the Hillsboro area, and it would be quite lovely to have the support here to make our drives around town easier and safer.</p> <p>My Best,</p> <p>A military spouse.</p>	
385	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	John Vigorita
386	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Susan Matchett

387	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Daniel Pourkesali
388	We need more dedicated bike lanes that are separated from motor vehicle traffic by physical barriers, such as are being used in the District of Columbia.	Sandy Scholar
389	<p>In such an economically dynamic region, traffic congestion is inevitable. But the lack of transportation choices is not. With limited funds, we need to focus our investments so that more people can walk, bike, and use transit for daily trips. The plan undervalues the fundamental importance of land use and activity centers in making our transportation investments more effective and efficient. During the past 15 years northern Virginia and the metropolitan Washington region have moved toward focusing development in more compact, mixed-use communities near transit. These decisions are reaping significant economic benefits as major employers and retail businesses seek to locate in walkable areas near transit. They also significantly mitigate traffic congestion by giving people more alternatives. How can we leverage transit-oriented development and more walkable development patterns to get the most bang for our transportation buck?As the Origin-Destination travel patterns analysis summarized on p. 4 of the Transaction overview demonstrates, most commuting trips in the region are within jurisdictions. The emphasis for congestion-reducing investments should be on facilitating these inter-jurisdictional trips, rather than fostering more long-distance cross-jurisdictional trips. The City of Fairfax, where I live, is working on redeveloping and improving transportation in its main commercial corridor, Route 50. The City is pursuing compact, mixed-use development with grid of streets in the three commercial nodes of Route 50 within its borders. The City is also pursuing improvements on Route 50 itself that would make the street more pedestrian- and transit-friendly. These kinds of improvements will help shift more local trips to walking and bicycling, and relieve congestion for longer trips on Route 50. The plan contains many smaller projects like these that can leverage transit and supportive land uses to have a regional impact. In addition to #134-Fairfax Boulevard multimodal improvements, these include #79-Lee Highway Multimodal Improvements (in Arlington), #138-Fairfax City Citywide Bike and Pedestrian Access, #289- Loudoun Metrorail Station Pedestrian Improvements and #334-Falls Church Metrorail Station Access. The total cost of the projects in the Transaction plan is about seven times more than NVTa expects to have available in regional funds between now and 2040. Not surprisingly, the modeling shows improvements under the unconstrained plan in comparison to a scenario where we build nothing but already approved projects. But thatâ€™s not a realistic scenario. The plan doesnâ€™t provide information about costs of the individual or corridor-level projects and the benefits relative to those costs. We understand that cost estimates are hard to pin down at this conceptual level, but without this context itâ€™s difficult to use the plan to inform the tough choices you will need to make in turning the plan into 6-year funding programs. One of the best tools NVTa has used is the Congestion Reduction Relative to Cost measure. What projects or packages of projects get the best bang for the buck under the modeling results</p>	Douglas Stewart (see #663 too)

	<p>and metrics chosen by NVTA? The plan has something for everyone to like, but you will have to make choices in developing the first six-year plan. The first priority should be those projects in the plan that leverage our existing assets and expand transportation choices.</p> <p>Douglas Stewart10822 Maple StreetFairfax, VA 22030</p>	
390	<p>What is contained below is a form letter, and definitely captures many of my thoughts on the matter at hand. We must focus on alternatives to automotive transportation if we are to thrive as a culture and a species. Continually widening and adding roads only encourages more cars and has thus far proven an ineffective solution to the problems we face in Northern Virginia.</p> <p>Thank you for taking the time to consider this matter.</p> <p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Dan Hobson
391	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Elizabeth Belair
392	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Jerry Langan
393	<p>You can come up with all the plans you want. But until the county supervisors stop allowing more homes any plan is prostituted before the it is implemented. More homes, mean more cars, mean more studies and the beat goes on. Liberals use their middle finger as a negotiating tool.</p>	Ronald Homan

394	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	William Hall
395	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Angel Gonzalez
396	<p>As a Prince William County resident living in Gainesville, I oppose construction of the Bi-County Parkway. It will:</p> <ul style="list-style-type: none"> -Increase, not reduce, traffic in Prince William County -Lead to increased residential development in our rural areas -Permanently change the historic Manassas Battlefield Park (closing Rt. 234 and Rt. 29 that run through the park) -Bring increased truck traffic through our major roadways 	Brian Jaskula
397	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Adam Sloan

398	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Steven Leutner
399	<p>Development of a regional planning process has long been a Northern Virginia Transportation Alliance (Alliance) supported priority and the Alliance commends the Northern Virginia Transportation Authority (NVTA) for continuing this process.</p> <p>The TransAction 2040 Plan and process are complex and challenge succinct commentary.</p> <p>Of note, the Plan embraces many critical regional needs supported by the Alliance including:</p> <ul style="list-style-type: none"> - the Bi-County Parkway “ part of a Corridor of Statewide Significance - the Fairfax and Prince William Parkway improvements - upgrades to Routes 1, 7, 28 and 50 - a wider American Legion Bridge - a new Northern Potomac River Crossing, - 8-car Metro trains - Express bus services <p>The Alliance believes that the allotment of hundreds of millions of dollars for bicycle, pedestrian, bus and other projects is excessive from regional funds and would be better referred to the local portion funding.</p> <p>The I-66 and I-95 corridor transit demand can be more cost effectively met by regional Express Bus service rather than Metrorail extensions.</p> <p>Overall, the number of projects of true regional significance is much smaller than 358 and the cost lower than \$30 - \$40 billion.</p> <p>The Alliance recommends the following:</p> <ul style="list-style-type: none"> “ Reduce the number of Performance Evaluation Measures. Fifteen are too many. More weight should be assigned to congestion, delay and travel time reductions. “ Identify a small group of core group regional investments of greatest regional benefit. Over the next 20-25 years, these core projects will be the primary measure of regional transportation progress. “ Budget for the future. Do not just spend for the moment. Shovel ready is not necessarily investment-worthy. Spending every available dollar annually prevents the accumulation of funds for critical out-year projects. Putting aside funds annually for key future transportation projects is prudent practice. “ Advance the highest performing projects regardless of location because benefits transcend borders. <p>I-66 improvements “ for example - benefit Falls Church and City of Fairfax residents far more than small projects within their borders.</p> <p>“ Call for no more projects once a TransAction Plan is adopted.</p>	Northern Virginia Transportation Alliance (see #181 and 658 too)

	<p>â€¢ And above all -- think and act more regionally. A regional plan must embrace a top down perspective, not a collection of local plans.</p> <p>The Draft 2040 TransAction Plan represents an improvement in many areas. The Alliance urges the Authority to continue to work harder on this and future plans to ensure that our region gets not a list of local wants, but the regional transportation plan and network it really needs.</p> <p>Thank you</p>	
400	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Andrew Jenner
401	<p>Please, please, please fix the intersection of rt.234/rt66e; rt. 28N/rt66E; and create the HOV access from Gainesville to 495 were dying here! I think rt28 needs a bypass from 66 there's way too much traffic congestion at that onramp it's a nightmare.</p>	
402	<p>No bi-county parkway. Why is this still on the plan. The residents have spoken again and again. We don't want the damage to what is one of the most threatened battlefields in the US. We don't want the development in rural lands. We don't want the traffic. We don't want 29 closed.</p> <p>Listen to us!!!</p>	M Reiley
403	<p>With the many projects that will significantly impact VA rte 9 through town, we local residents and HCA school student parents, urge/recommend that in order to minimize the impacts, these projects need to be done simultaneously. Thank you.</p>	Angela Mitchell
404	<p>I concur with the Supervisors who proposed a resolution to remove the Bi-County Pkwy from the Comprehensive Plan, to add language to the Comprehensive Plan noting that the state has identified the area as 'Corridor of Statewide Significance', to initiate a Comprehensive Plan update to identify alternatives for the project, and to have the county staff develop a plan to work with the community to find solutions.</p> <p>The motion passed, Thumbs up Anderson, Caddigan, Candland, and Lawson!</p> <p>We have enough traffic already that reflects a poor image of our county.</p>	Dee Andrew
405	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>I run the bicycle commuter group at my employer. Too often I have to tell prospective riders that there is no good route from their home to work. It's time to make bicycles a viable option for commuting in Northern Virginia.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Daniel Graifer

406	I am opposed to the construction of the Bi-County Parkway as proposed through Prince William County, VA.	Daniel Jamison
407	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Cycling has contributed greatly to my personal physical and mental health, and is clearly beneficial to the health of our population.</p> <p>I am writing to request that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Susan Auerhan
408	<p>The Loudoun County Chamber of Commerce continues to support sustainable, long-term regional and statewide transportation funding. To ensure new and existing transportation revenues are well invested, the Chamber supports performance-based evaluation and prioritization of projects in the statewide transportation plan focused on existing and new corridors of statewide and regional significance. The plan should include a list of strategic priorities deemed most essential to the Commonwealth's long-term prosperity, safety, security, and quality of life. At the local/regional level, the Chamber supports construction of a comprehensive transportation grid. The Chamber urges the NVTa to be regional in its approach above all else, and to establish regional priorities with an emphasis on congestion relief. The Loudoun Chamber supports local transit to serve the major businesses and job centers in the County and the use of advanced technology and integrated communications to improve transit accessibility and help alleviate traffic congestion. The Chamber believes that construction of the Bi-County Parkway has been delayed too long. The Chamber supports final design and construction of this project in a manner that mitigates impacts and further, the Chamber supports protection of right-of-way which will extend the Route 234 Bypass from the I-66 corridor to Route 50. The Chamber acknowledges the findings of the Western Dulles Access Study conducted by Loudoun County in 2015 and encourages the County to prioritize the roadway links that provide the greatest benefit. The Loudoun Chamber strongly urges county and state officials to come to an agreement on these priorities based on the long-term economic development needs of Loudoun businesses, including Washington-Dulles International Airport, as well as the economic and quality of life impacts on surrounding communities and all of Loudoun County. This continues to be critical for economic development, as well as to enable preservation of any necessary right of way. The Loudoun Chamber also supports: completion of the conversion of Route 28 into an eight-lane limited access freeway between I-66 and Route 7; Completion of upgrades to the Route 606 and Route 50 corridors around Dulles Airport; Expansion of Route 50 in the Dulles South area; Improving and re-locating portions of U.S. Route 15 between Leesburg and Point of Rocks; establishing a new location for a bridge across the Potomac; and Improving and re-locating portions of Route 9 to enhance connectivity with Route 7 and divert interstate traffic from the Town of Hillsboro.</p>	Eric C. Johnson

409	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Carol Cohen
410	I am in full support of the traffic calming and congestion relief efforts being done by Mayor Roger Vance. The Town of Hillsboro benefits greatly by his leadership. Michael J O'Connor	Michael J. O'Connor
411	<p>Dear Transportation Planners for Prince William County; Adding more Lanes to I66 has not proved to be a deterrent to High Traffic or Less Trucks; And Closing off Rt 29 around 234 would be absolutely catastrophic to those who need the scenic route to go North and South which is the only alternative to avoid travel on I66. Please Do Not Do This. I66 is not safe for every driver and is a parking lot at extended rush hours at both ends of the day. When I first moved out to Gainesville 14 Years ago, there was a promise that VRE was going to come here. After Hundreds of Thousands of \$\$\$\$ and at least 15 years of study by the DRPT: Super NoVa Transit Vision Plan, that idea has been scratched. That it will come to Manassas, which already has several train stops is no consolation for Gainesville/Haymarket and Counties South on the 29/66 corridor. I don't know who the groups are that are thinking that expanding Real Estate Development in the Western Part of PWC without offering a reasonable infrastructure Package like increased Rail options is a good idea but they clearly are not thinking about the people who have invested in property in the Gainesville/Haymarket and beyond areas. I would like to know who these people are and ask that they face the people. I attended a NVTA Public hearing which was held at the Hylton PAC a year or so ago and it was SRO . Filled with people who were totally against the Bi-County Parkway. Please consider more trains and less lanes and Please do not cut off Route 29 which is a vital necessary road that already exists.</p>	Suzanne W. Brooks
412	<p>Dear NVTA members,</p> <p>As a long-time resident of Prince William County's Rural Crescent (more than 20 years), I vehemently oppose the Bi-County Parkway proposed by the NVTA for the following reasons:</p> <ul style="list-style-type: none"> • It will only increase traffic in Prince William County (PWC), not reduce not reduce it • The parkway will lead to increased residential development in our rural areas, including the Rural Crescent, permanently diminishing this precious and rare asset within PWC • It will Permanently change the historic Manassas Battlefield Park while simultaneously forcing even more traffic on the adjacent roads that are already over congested by closing Rt. 234 and Rt. 29 that run through the park • It will bring even more truck traffic onto our major roadways further degrading the quality of life of we PWC citizens who use these same roads to commute every day • As commuters, we are already losing our hybrid access to HOV lanes once the new toll lanes are installed outside the Beltway on I-66, further congesting our roads and driving up commuter costs for what is already a horrendous commute in I-66 <p>Please abandon this very bad idea for the Bi-County Parkway that caters to non-residents of</p>	Walter Adams

	PWC while forcing all the burden and increased costs on the tax-paying residents of PWC. Be representatives of our interests, not antagonists!	
413	<p>Sirs: I am opposed to the Tri-County Parkway for the following reasons</p> <ol style="list-style-type: none"> 1. It will bring more traffic,hence more air pollution,to our area as people use it to get into DC 2. The animals will be greatly effected as their natural habitat will be replaced by concrete and green signs. 3. The "rural" atmosphere of our beautiful green country side will be forever gone. Instead of green trees we will have green signs 4. More people will eventually move into PWC(which normally would be a good thing because of the revenue) but it will only serve to have more congested roads. 5. Visitors to our area will no longer be able to ride through the battlefield from routes 234 to 29 which is important to people visiting the battlefield. How will people enter the battlefield if the entrance on 234 is closed??????? <p>Possible Solution Why not take the money that this will cost and extend the Metro to this rural areas?</p> <p>Please reconsider your plans to further destroy what is left of the country side in PWC</p>	Janet Rosenthal
414	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.Thank you	Jennifer Laedlein
415	I have lived at 7402 Lake Drive in Yorkshire Manassas since 1997. I had my house built here at that time. I have watched this neighborhood transformed from a Wilderness into a place where people actually know one another and get along. I would like the authority to know that I oppose the plan to extend Euclid Avenue and destroy our neighborhood in the process. They need to widen 28 that's the only solution that will help relieve congestion. Please take into account that there are more than 100 families that live along Lake Drive and we all count on one another when bad weather hits we all shop at local businesses we all take our kids to the same schools and we all are neighbors. Thank you for considering my comments	Cornelia Byrd
416	<p>It has just come to my attention that this "proposed future" project is back in the NoVa Transportation planning org. I live in the rural crescent on the border of Pr Wm and Fauquier. I have witnessed first hand right in front of my home on a 'rural' country road the huge increase in traffic that has occurred due to the development of land that was originally zoned as agriculture.</p> <p>I am not in favor of this at all. I already have easy access to Dulles Airport via Rt 15 - which connects to Rt 50 at Gilbert's Corner; and via I-66 and Rt 28. Adding another so-called 'parkway' would fuel further development. It would not improve access to Dulles. It would - ironically - put more cars on I-66 and Rt 50 - all commuting to work and to Dulles. Plus it would result in even more people on my road looking for a work-around to get away from even more congestion in Northern Virginia!</p> <p>This project makes no sense to the people who already live here. It only makes sense to developers who hope to enrich themselves!</p>	Margaret Mayhugh

417	I'd like to for you to consider funding the remaining amount so that the entire plan of this project gets executed at the same time to minimize disruption and so that utilities can be provided to Hillsboro and beyond. I've have heard from telecom companies that they are in a holding pattern regarding supplying internet services for us further west of Hillsboro because they're waiting for this project to be completed. Reliable and fast internet is essentially a utility nowadays so I would like to get this project done in its entirety as soon as possible. And of course I'm interesting in mitigating the traffic problem, improving safety, and completing this project as efficiently and painlessly as possible.	Daniel Rivera
418	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Andrew Lacher
419	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Felicity Francis
420	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you	Paul Rizzo
421	As a resident of western Prince William county, I am opposed to having the bi-county parkway to dissect our beautiful landscape for the benefit of those that do not live here. It would certainly not benefit my household in any way. Let Loudoun County put in another toll road (Greenway) for the trucks to travel back and forth for the Dulles area. Let Loudoun county pay for their own chaos!	Lisa J. Robinson
422	No Bi-County Parkway. Forget it. We already have too much truck traffic on Dumfries Road	Ken Landon

423	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	David Bouk
424	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Guus Bosman
425	<p>We are in FULL SUPPORT of Page 58:</p> <p>Ref#: Proj I.D Proj Type Project Name</p> <p>29 279 Roadway Widen VA 28, Liberia Ave to Manassas Park North CL</p> <p>We have lived right off of Rt 28 for 21 years. It is WAY PAST TIME TO ADDRESS THE AMOUNT OF TRAFFIC ON ROUTE 28!!!!!! The quality of life of PWC residents is greatly reduced due to the frustrating DAILY commute in the morning North bound and Daily afternoon and evening commute South bound. ALSO LIMIT THE ACCESS AND NUMBER OF LIGHTS to improved flow!!! HAVE BETTER TIMED LIGHTS!!</p>	Mary Crowe
426	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Tom Bierschenk

427	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Jason Loss
428	<p>Please find attached a complete version of the abbreviated comments that I presented at the Transaction Public Hearing last Thursday, July 13th.</p> <p>I have also attached a list of Transaction Projects that the Piedmont Environmental Council supports and does not support in Loudoun County.</p> <p>Thank you. Northern Virginia Transportation Authority -- Transaction 2040 Public Hearing Gem Bingol, Loudoun and Clarke Field Staff The Piedmont Environmental Council My name is Gem Bingol. I am field staff in Loudoun County for The Piedmont Environmental Council (PEC) and my remarks are in that role.</p> <p>To accomplish your goals to reduce congestion and move the greatest number of people in the most cost-effective manner means that you must weigh the projects carefully to ensure that you choose the right ones. Attached with these comments is a list of specific projects in various Loudoun segments that we do and do not support.</p> <p>The PEC has not historically supported new Potomac Bridge crossings including the Transaction Project Outer Potomac River Crossing (# 24). We also do not support the Bi-County Parkway (# 226). Traffic studies and analysis of employment data for Loudoun, Fairfax, Prince William, Arlington, Alexandria and the other Northern Virginia jurisdictions do not justify the enormous costs and negative impacts of these projects relative to the benefits.</p> <p>A new Potomac bridge or the Bi-County Parkway would swamp recently built or approved east/west road projects with induced cut-through traffic. This unexpected additional traffic would quickly destroy the gains, and waste the time, effort and tax dollars spent to date.</p> <p>These two projects would destroy communities in their path and endanger valuable regional resources. The new problems would be worse than those the projects are intended to solve. Further, as new connections such as these are built in exurban areas, drivers are encouraged to take even longer trips from ever-more distant locations increasing congestion on new and existing facilities.</p> <p>Instead, PEC supports funding for projects that fix existing travel ways in place, and support Metro. As a long-term and regional solution, funding for Metro is key. This would include an additional river crossing to connect the Orange and Silver lines, with the Red line, to serve Northern Virginian residents and businesses most effectively. Nowadays, most businesses prefer sites near Metro as the most attractive locations. In Loudoun that means the highest priority should be building the missing road links that create a more complete network around the Metro stations. This will both support growth at the stations and help get residents to Metro from suburban Loudoun neighborhoods. Choosing to ride Metro will also be a more viable option for residents with more buses and bus connections from their neighborhoods. Combining road, bus and Metro projects together would make this a reality</p>	Gem Bingol (see #645 too)

<p>sooner rather than later.</p> <p>The vast majority of Northern Virginia residents live and work locally within their jurisdictions or travel east/west to work in the inner suburbs or the District. While Loudoun has been making progress on its list of intersection improvements and missing road links for a few years now it still has far to go and could use funding support from state and regional sources. When complete, these will offer drivers more choices during peak hours.</p> <p>Beyond that, Loudoun has segments of two rural arteries, Route 9 and Route 15 North of Leesburg, that need safety, access, and congestion improvements. In particular, if projects # 307 and 323 were funded for Route 9, they could be used to complement existing funds. This would allow construction to be completed in a single phase rather than less efficiently and with more traffic impacts in two phases.</p> <p>When roads are widened to six lanes through neighborhoods it prioritizes people as drivers over people as residents, and over communities. We support the safety of residents and communities over the convenience of drivers. Wider roads send a signal that faster speeds are appropriate and the level of danger increases. Therefore, we do not support such projects. This includes projects which complete connections, but we would not support a 6-lane configuration.</p> <p>Thank you for your consideration.</p> <p>A Closer Look at TransAction Plan Projects in Loudoun</p> <p>The NVTa TransAction Plan is a wish list of over 350 projects being considered for funding. Though we strongly oppose the new Potomac River Bridge project (24) and the Bi-County Parkway (226), there are many good projects on the list that deserve consideration and support.</p> <p>Not surprisingly, these are the kinds of projects that the public has demonstrated support for through the Envision Loudoun process. But there are also local road-widening projects that would contribute to the Bi-County Parkway corridor and others which would encourage more traffic and speeding through neighborhoods and communities.</p> <p>NOTE: The list below is not inclusive of all proposed Loudoun projects and doesn't include many which still need a closer look.</p> <p>GOAL: Maximize use of Metro in Loudoun by completing transit, bike and pedestrian links to, and the road network around the stations to support the County's huge investment.</p> <p>TransAction</p> <p>Project ID #</p> <p>Project Names Project Descriptions</p> <p>14, 313 Transit Connections to Silver Line Phase II Stations,</p> <p>Transit buses purchase</p> <p>Expand bus service and connections to Silver Line Phase II stations. Provide feeder bus service between Metrorail and P&R lots. Purchase buses for new service.</p> <p>10, 11, 16, 17, 131 East Loudoun Park-and-ride lot (P&R),</p> <p>West Loudoun "Gateway" P&R, Leesburg</p> <p>North P&R,</p> <p>One Loudoun P&R,</p> <p>US 50 Dulles P&R</p> <p>Construct 8 new park and ride facilities to get riders to transit buses and Metro</p> <p>289 Loudoun Metrorail Station Pedestrian</p>	
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<p>Improvements</p> <p>Construct sidewalks, crosswalks, shared use trails, and intersection improvements for pedestrian access to Metro</p> <p>149, 150, 161,163, 183,144</p> <p>Prentice Drive Extension</p> <p>Prentice Dr.Extension to Greenway Transit</p> <p>Construct Greenway Loop Rd- Barrister St</p> <p>Construct Moorefield Blvd</p> <p>Extend Shellhorn Rd</p> <p>Lockridge Rd improvements & connections</p> <p>These create the road network to service the area around the Silver Line stations and support transit-oriented growth for more efficiency. They also help east/west commuters</p> <p>GOAL: Reduce traffic congestion by managing traffic more effectively, completing missing east/west road links and intersection improvements in eastern Loudoun</p> <p>TransAction</p> <p>Project ID #</p> <p>Project Names Project Descriptions</p> <p>61 East-West ICM Program: Parallel Arterial Operations Improvements</p> <p>Deploy intelligent signal monitoring/control technology to improve travel on east/west arterials including US 50, VA 7</p> <p>234, 309, 304, 314 Extend and construct eastern segments of Russell Branch Pkwy</p> <p>VA 7 "hot spot" and safety improvements</p> <p>US 50 improvements, widening & interchanges</p> <p>Complete parallel roads to VA 7 help ease commuter congestion</p> <p>Improve traffic conditions on US 50</p> <p>120,192, 233, Waxpool Rd/Loudoun County Pkwy</p> <p>Intersection Improvements</p> <p>Construct interchange, VA 7 at Battlefield Pkwy</p> <p>Construct VA 606 ramp</p> <p>These would improve intersections to help traffic flow more smoothly</p> <p>GOAL: Move traffic smoothly on Route 15 and Route 9; improve safety and accessibility for residents</p> <p>TransAction</p> <p>Project ID #</p> <p>Project Names Project Descriptions</p> <p>286, 190, 307 Route 15 Congestion Mitigation Improvements & safety improvements</p> <p>Implement congestion mitigation improvements, including roundabouts and reduction of backups on Rt 15 north</p>	
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	<p>of Leesburg 306, 323 VA 9 “hot spot” and safety improvements VA Route 9 Traffic Calming Together these projects address safety, congestion & access from the County line to VA 7 NOT A GOOD IDEA: Many local road-widening projects are not suitable and have unintended consequences TransAction Project ID # Project Names Project Descriptions 153, 157 Widen Riverside Parkway, Widen Battlefield Parkway Completing missing links is helpful, but six-laning invites too much traffic to go too fast through neighborhoods all along the road. 185, 186,187, 226 Widen Belmont Ridge Rd segments These 4 projects would widen Belmont Ridge Rd from Riverside Pkwy to Northstar, complete the missing piece of Northstar and then six lanes south to the County line for the Loudoun portion of the Bi-County Parkway. 165 Widen US 50, Northstar to Lenah Loop Rd This is in the Transition Area where a roundabout is now being planned. It should be consistent with that plan</p>	
429	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Greg Brozak
430	<p>I respectfully request the Bi-County parkway be removed from the comprehensive plan. I was born in Manassas and I have witnessed numerous changes to this county both for the good and bad. If built , it will cause irreparable damage to the rural crescent and surrounding landscape.</p>	Cynthia Sirk-Fear
431	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Adam Christopher

432	<p>I have moved in Hillsboro a year and half ago and though I love my new "old" house I have a lot of concerns regarding traffic on route 9 on this Hillsboro portion.</p> <p>Our house is on route 9 and there is not much space between our porch and the traffic passing by.</p> <p>We knew that when we bought the house and part of its charm was to be on main street.</p> <p>Now we notice everyday that almost nobody respect the 25m/h speed limit. Our house is right after the top of a small hill and cars and trucks going East will speed glancing the traffic light downlow in the distance to make sure that they have the green light.</p> <p>In consequence the noise is louder that it should be and I am not sure of the effects of the vibrations on the foundation of our more that 200-year old house on the national historic registry list..</p> <p>Obviously we can not use our porch at all.</p> <p>It is also very difficult to exit safely from our driveway because of the cars's speed and acceleration after the hill.</p> <p>We are also very concerned about our safety walking through town. There are no sidewalk and there are so many places we should be able to walk to: Hillstom convenientl store, Stoneybrook farm market, Old Stone School numerous events, food trucks parked in front of the Old Stone School and neighbors.</p> <p>A trafirc calming and sidewalk plan will make a significant difference in our everyday life comfort wise and safety wise.</p> <p>We sincerely hope that you will take in consideration this well-thought and well-designed project.</p>	Emily Simons Lawver
433	I believe a bridge will be awful for Loudoun County. Please do not make traffic worse and come up with a smarter solution to our region's problems.	Edward McKulsky
434	Please consider the residents of Loudoun County. As a commuter on Rte. 28 I can only imagine what even a 10% increase in traffic would do. Having experienced backups from the Toll road to Nokes in the morning, I cannot understand why Gov. McAuliffe and anyone else would be so committed to actually having Va. commit to paying for a traffic jam of Maryland residents on Virginia roads. To do so is foolish.	Roy F Cleveland
435	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.Thank you	Charles Byrd

436	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Julie Kozminski
437	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Kevin Maxson
438	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Michael Porcaro
439	<p>Remove Project ID 24 Outer Potomac River Bridge</p> <p>This bridge will not relieve traffic, but in fact it will increase traffic by inducing more development, particularly from Maryland. None of the actual traffic studies done so far have indicated that it will remove significant trips from the American Legion Bridge. The project will sap resources from the needed projects on your list, and will in fact reverse the positive effects of many of them. Please remove it before we waste any more time and resources on this boondoggle. Let the public see the initial scoring of project 24 that you have already done, and let us see traffic modeling of the other draft plan projects without this project included. Do this before you approve your project list in October. Then let us all move on to projects in your plan that can really help.</p>	

440	<p>Remove Project ID 24 Outer Potomac River Bridge</p> <p>This bridge will not relieve traffic, but in fact it will increase traffic by inducing more development, particularly from Maryland. None of the actual traffic studies done so far have indicated that it will remove significant trips from the American Legion Bridge. The project will sap resources from the needed projects on your list, and will in fact reverse the positive effects of many of them. Please remove it before we waste any more time and resources on this boondoggle. Let the public see the initial scoring of project 24 that you have already done, and let us see traffic modeling of the other draft plan projects without this project included. Do this before you approve your project list in October. Then let us all move on to projects in your plan that can really help.</p>	Ferm
441	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Joel Guzman
442	<p>Dear Sir or Madam:</p> <p>As residents of Prince William County we would like to voice our concerns over the resurrection of the Bi-County parkway and closing of busy portions of route 234, which Prince William County removed from their comprehensive plan in March of 2016.</p> <p>We would like to point out several issues with the bi-county parkway and the Manassas Battlefield bypass. There have been several arguments presented over the last few years supporting the need for these roads. We would like to present some counter arguments for the committee to consider.</p> <p>1) The need for the Battlefield bypass</p> <p>a. Interstate 66 was designed to be the Manassas Battlefield bypass. It meets with US 29 in Centreville and again in Gainesville, effectively going around the battlefield. Due to east west traffic congestion, many commuters find it quicker to get off an 8 lane interstate highway with 55-65 mph speed limits go through several lights, then onto a 2 lane road with a 45 mph speed limit and a light that takes several cycles to get through. This clearly demonstrates that the major traffic requirement in this area is east west not north south.</p> <p>Interstate 66 throughout its length needs major improvements so that it is the artery of choice for commuters to get to and from work. Currently I 66 does not even meet the weekend traffic flow needs.</p> <p>2) Help for east – west commuters.</p> <p>a. While the north – south corridor has seen similar increases in traffic as all of northern Virginia roads, neither US 15 or Gum Springs has seen traffic growth like the east - west roads of SR 7, Dulles toll road, US 50, US 29, and I 66. Based on VDOT's traffic models the Bi-county parkway will have minimal effect (less than 10% over 30 years) on the east west roads. On US 15 per VDOT's own estimates the traffic reduction will be just 8% over 30 years. Unfortunately, no one can predict the future and the tolerance on the VDOT estimates of traffic levels may be off by 15-20% 30 years from now, rendering these estimates within the tolerance of the model and really not viable.</p> <p>Unfortunately until the east – west commuting issues are fixed more north south roads will not help. They will only provide easier access from one clogged road to another clogged road.</p>	John and Debra DePasquale

	<p>3) Higher than average accident rates on US 15 and Gum Springs road.</p> <p>a. Unfortunately building the bi-county parkway will not make either US 15 or Gum Springs safer roads. However in the years since this argument about the safety of Gum Springs road, there have been major improvements to this road eliminating the safety issues. With the addition of traffic circles (thanks to Luck Stone) there have been significant safety improvements to US 15 also, which make this argument void.</p> <p>4) Virginia's limited transportation budget.</p> <p>a. Virginia has a very limited transportation budget, requiring very prudent use of the limited funds. The northern Virginia budget is so limited that VDOT is having trouble maintaining the existing roads in the system. Roads with minimal need such as the bi-county parkway should be put on indefinite hold until the current budget requirements are met.</p> <p>b. The second point here is that as a lifelong resident of northern Virginia I am having a difficult time understanding that the biggest budget item on the table is an expressway from Woodbridge, to Arcola VA, which are the end points of the bi-county parkway.</p> <p>c. There is an argument that roads such as the bi-county parkway will bring business to the area. While business is good, I look to the Fairfax County Parkway, which in well over 10 years has had almost no business development along its route.</p> <p>d. As for north – south travel starting at the beltway you have SR 123, Fairfax County Parkway, SR 28, US 15, and the SR 234 - Gum Springs connection. Do we really need a sixth north south route?</p> <p>The concept of the outer beltway has been tried 3 times. First is the Fairfax Parkway that ends within 1 mile of the Potomac River. The second is Route 28 that ends within 12 mile of the Potomac River. The third is widening of US 15. There is no reason to believe that this 4th attempt will work.</p> <p>Clearly the push for this road is part of some bigger plan, perhaps even the pipe dream of an additional Potomac River crossing. Just this past week Montgomery county Maryland voted unanimously against even STUDYING a new western crossing of the Potomac River.</p> <p>As taxpayers of Virginia and Prince William County, we are flabbergasted that our tax dollars are being spent on road projects that absolutely will not change our daily commute or improve the quality of life of Prince William, Fairfax, or Loudoun County residents.</p>	
443	<p>Dear NVT, Do not remove bi-county parkway from the plan or change it to a mass transit line. I live in Bristow and drive to work in Herndon. By not building the bi-county parkway more traffic must use I-66. It is the only major route to the airport. Do we want to force all the trucks to the airport down that one road? But if you take the bi-county parkway out please put in mass transit from PW to the airport. If you had a train, light rail or bus service to the airport, I could go from here to the airport and then get on metro to work. If I-66 is shut down my route to work is the path that the bi-county parkway will take. I end up going down gum spring road and back behind the airport. Having the bi-county parkway will also preserve the battlefield. 29 should be shut down there. Also the new commercial buildings that would be built along the route will provide additional tax revenue.</p>	Brad Johnson

444	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Aaron Warr
445	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Patricia Witschi
446	<p>I wanted to express my regret that the Bi-County parkway would include closing "US 29 from Pageland Lane to the bridge over Bull Run and close VA 234 Sudley Road from the southern park boundary to the northern park boundary." This parkway is a vital link for traffic getting into and out of Fairfax county. Traffic is bad enough as it is, closing main artery roads won't help.</p>	Jeff and Karen Cantrell
447	<p>PWC Parkway - Hello Folks,</p> <p>I want to go on record as opposing this road. I thought this was a dead issue. I did not like the side deal VDOT had with the US Park service to close 29 thru the battlefields. I also thought there is a plan that has the right ways already in place that takes a more northern route to get trucks to Dulles.</p> <p>Thanks for reading</p>	Terwin Gonyaw
448	<p>Good morning,Attached please find comments on the draft TransAction Plan submitted by the Southern Environmental Law Center, Coalition for Smarter Growth, Piedmont Environmental Council, National Parks Conservation Association, Arlington Coalition for Sensible Transportation, Audubon Naturalist Society, Fairfax Alliance for Better Bicycling, Prince William Conservation Alliance, and Sierra Club Virginia Chapter.Please let me know if you have any trouble accessing the attachment.Thank you for your consideration of our comments.Sincerely,Morgan Butler</p> <p>SOUTHERN ENVIRONMENTAL LAW CENTER · COALITION FOR SMARTER GROWTHPIEDMONT ENVIRONMENTAL COUNCIL · NATIONAL PARKS CONSERVATION ASSOCIATIONARLINGTON COALITION FOR SENSIBLE TRANSPORTATION · AUDUBON NATURALIST SOCIETYFAIRFAX ALLIANCE FOR BETTER BICYCLING · PRINCE WILLIAM CONSERVATION ALLIANCESIERRA CLUB VIRGINIA CHAPTER</p> <p>July 22, 2017</p> <p>Northern Virginia Transportation Authority3040 Williams Drive, Suite 200Fairfax, VA 22031</p>	Morgan Butler

TransActionUpdate@NVTATransAction.org VIA EMAIL
Re: Joint Comments on Draft TransAction Plan and Project List

Thank you for the opportunity to provide written comments on the draft TransAction Plan and Project List (jointly referred to herein as the “draft Plan” unless otherwise specified). These comments are being jointly submitted by the Southern Environmental Law Center, Coalition for Smarter Growth, Piedmont Environmental Council, National Parks Conservation Association, Arlington Coalition for Sensible Transportation, Audubon Naturalist Society, Fairfax Alliance for Better Bicycling, Prince William Conservation Alliance, and Sierra Club Virginia Chapter. Please note that they supplement testimony that individual representatives of these organizations have offered on their organizations’ behalf at the recent open houses on the draft Plan. As the long-range transportation “master plan” for Northern Virginia and an important screening tool used in the development of the NVT’s Six Year Program, the TransAction Plan offers an invaluable opportunity to steer a rapidly growing region toward a much more sustainable transportation future. However, in order to continue the progress the region has made in this direction—for example, with the Silver Line and transit-oriented development—the Plan must focus the region’s transportation investments on multi-modal strategies and projects that leverage our existing assets and expand transportation choices, rather than perpetuating the asphalt-dominated approach of the past that has fueled the sprawling development patterns that are a primary cause of Northern Virginia’s notorious traffic congestion. As will be discussed further below, the draft Plan does evince an intent to advance a more sustainable and effective transportation approach for Northern Virginia, building upon the recent strides the region has been making. However, it includes too many projects that would take the region in the opposite direction, and it should focus much more on supporting centers than corridors. Further, its value is undermined by the lack of data and analysis that would enable decision-makers and the public to differentiate between those projects on the draft Project List that would help build a sustainable transportation future and those that would not.²

The Draft Plan Includes Aspects of a Sustainable Transportation Approach

There is a clear nod in the draft Plan toward a multi-modal transportation approach that supports and encourages smarter growth. For example, its vision statement (which was originally adopted by the Transportation Coordinating Council in 1999 and has been an important guide for the region ever since) emphasizes the importance of making investments that promote areas of concentrated growth, and of joining multiple modes in an interconnected and fiscally sustainable network. Moreover, numerous projects included in the draft Project List would clearly advance this vision by increasing transportation options and facilitating transitions between modes, and by supporting development patterns that reduce driving and congestion. Such projects include improved access to rail stations on the Manassas VRE line, new bus and pedestrian connections to Loudoun’s Silver Line stations, and pedestrian and bike improvements in Falls Church and Fairfax City. These are the types of projects that typically offer the best “bang for the buck,” align with ongoing changes in demographic preferences, and have a significant economic impact. They would also deliver a tremendous benefit to the region by serving as the first- and last-mile connections to transit, thereby enabling a greater shift of travel from single-occupancy vehicles to other modes and relieving the burden on congested highways. We strongly support including them in the draft Project List.

Outer Beltway Projects and New Potomac Crossings Should Be Removed

Unfortunately, the draft Project List includes a number of wasteful projects that would increase driving and exacerbate suburban sprawl, while inflicting irreversible damage on important natural, historic, and cultural resources. It contains far too many highway and arterial road expansions and costly interchanges which do not account for induced demand and which will fail if current development patterns continue. Of particular concern, several projects would form segments of an incredibly expensive and destructive Outer Beltway that would open up new areas in Loudoun and Prince William Counties (and in Maryland, as well)

to scattered, sprawling development patterns while offering only limited transportation benefits. These proposals include:

- An Outer Potomac River Crossing linking Route 28 in Virginia with I-270 in Maryland (project #24);
- Bi-County Parkway (project # 226, labeled “VA 234 Bypass North”);
- Manassas Battlefield Bypass (project #254);
- Constructing Northstar Boulevard from Shreveport Drive to US 50 (project #119); and
- Widening/constructing Northstar Boulevard between Belmont Ridge Road and Braddock Road (project #187).

In addition to the Outer Potomac crossing listed above, the draft Project list includes another problematic proposal for a new Potomac bridge: the East Potomac River Crossing linking I-95 in Virginia to US 301 in Maryland (project #87). Both the “Outer” and “East” Potomac crossings would generate sprawl and undermine key regional transportation goals, while diverting financial resources away from real solutions to the region’s transportation needs. In particular, any effort to construct a new crossing will almost certainly dilute the regional emphasis needed on fixing or replacing the American Legion Bridge and the Rosslyn Tunnel—two existing Potomac crossings that are essential to the region’s vitality and should be the highest priority links across the river. Traffic modeling done during the development of the draft Plan points to the dubious value of the two Potomac crossing proposals.

Specifically, an April 2017 presentation by NVT staff to the NVT’s Technical Advisory Committee summarized the results of a comparison of a Year 2040 scenario that included the two new proposed bridges to a scenario that did not. According to the presentation, the bridge scenario offered only “modest” reductions in person-hours of travel, hours of delay, and transit crowding relative to the scenario that did not include the bridges (reductions of 1.7%, 4.2%, and 1.4%, respectively). Similarly, the bridge scenario produced only a “slight” mitigation of residual problem areas such as I-495.¹ “Mega-proposals” like these two crossings should offer more than “modest” or “slight” benefits in order to be included in the draft Project List. Further, recent data from the National Capital Region Transportation Planning Board² show that very few commuting trips in the D.C. Metropolitan region and the outer suburbs are the “U-shaped” trips that might use a new Outer Potomac crossing (i.e., between Loudoun County or western Fairfax County in Virginia, and Frederick County or northern Montgomery County in Maryland). Rather, the vast majority of commuting trips are made by people who live and work within the same jurisdiction or who are commuting radially. For example, the number of commuting trips that both start and end in Fairfax County is 361,000, and the number of trips from Fairfax to Washington, D.C. is 106,000. In stark contrast, the number of trips commuting from Fairfax to Montgomery County is only 16,000, and a significant portion of those are likely traveling to locations along, inside, or reasonably near the Beltway (and therefore are more conveniently served by the American Legion Bridge). Notably, these numbers are consistent with the findings of origin-destination studies VDOT conducted in 2003-04 and in 2015. Similarly, commuting trips that both originate and conclude in Montgomery County total 333,000, and 111,000 trips start in Montgomery and end in D.C. By comparison, the number of commuting trips starting in Montgomery and ending in Fairfax, Loudoun, and Prince William Counties, however, is only 21,000, 2,000, and 1,000, respectively. Further, a substantial number

¹ See Technical Advisory Committee, April 19, 2017, “Transaction Baseline Analysis,” Bridge Sensitivity Analysis. Archived at <http://www.thenovaauthority.org/about/committees/document-archives/tac-document-archives/> (slide #46 in presentation included in “Documents” for April 19, 2017 meeting date).

² See NC RTPB Long-Range Plan Task Force, May 17, 2017, “Key Drivers of Future Transportation System Performance Challenges; Land Use and Commuting Patterns.” Available at <https://www.mwcog.org/file.aspx?&A=Y7Qzp1lppHBk0R%2b9HMclQfDUF%2f8Snv22r%2f3AG1Ukcf0%3d> (slides 22-24).

⁴ of the 21,000 trips ending in Fairfax are likely destined for Tysons Corner, and other sizable portions are likely headed to Merrifield and Fairview Park, and, to a lesser extent, Reston (again, most locations are served directly by the American Legion Bridge). Given that these two Potomac crossing projects and the connecting highways they would necessitate are likely to cost in the billions of dollars, divert resources from

projects that would improve the commutes people are actually making, and primarily serve the new traffic they would induce, it is a mistake to include them in the TransAction Project List. We urge you to remove them, as well as the projects listed above that would form segments of an Outer Beltway. The Plan Should Focus More on Supporting Centers and Less on Corridors. The TransAction plan should focus more on supporting centers than corridors because mixed-use, walkable, and transit-accessible development in focused centers offers long-lasting benefits in terms of reduced vehicle miles traveled and greater mode shifts to walking, bicycling, and transit. The draft Plan's emphasis on long-distance corridor travel needs to be reduced; instead it should develop packages of projects that support transit-oriented centers, including local street grids, transit circulators and connectors, and bicycle/pedestrian and complete streets investments. The fact that the average commute trip length today is 14.67 miles, and the average non-commute trip is 6.25 miles, is stunning confirmation that we need to better link housing, jobs, and transit, and improve local accessibility to daily needs (with resulting reductions in vehicle miles traveled and greenhouse gas emissions). The Plan Should Include Better Data to Help Select and Prioritize Projects. We realize that TransAction is a fiscally unconstrained plan, but we are concerned that it is over-inclusive and lacks the type of analysis needed to prioritize among the more than 350 projects it contains. More specifically, the draft Plan's approach of grouping projects into 28 different corridor segments and then ranking those different segments based on the degree to which the draft Plan would improve them provides little insight into the value of individual projects or even particular groups of projects. In other words, while a segment may have received a high "performance rating," there is no information indicating which individual projects have the greatest benefit and are primarily responsible for achieving that rating. Further, with no information about the cost of various projects provided, there is no way to determine their relative cost-effectiveness. As a result, the ranking of the corridor segments by their performance ratings on page 10 of the Draft Plan offers little value to decision-makers and the public in determining which individual projects deserve to be considered for inclusion in the Six Year Program. In summary, the draft TransAction Plan includes some positive aspects that can help advance the type of transportation system needed to achieve the regional vision set forth in the document. However, a much greater shift should be made away from proposals for destructive new highways and river crossings that will create new transportation problems by inducing traffic and causing more sprawl. We urge you to remove from the Plan the counter-productive projects described above, shift much more of the focus to projects that support mixed-use, walkable and transit-oriented centers, and include in the final Plan more analysis of the benefits and costs of individual projects (or groups of projects) to produce a more valuable planning tool. Thank you for your consideration of our comments.

Sincerely,
Morgan Butler Senior Attorney Southern Environmental Law Center
Stewart Schwartz Executive Director Coalition for Smarter Growth
Christopher Miller President Piedmont Environmental Council
Pamela Goddard Director of Chesapeake and Virginia Programs National Parks Conservation Association
John Sutherland President Arlington Coalition for Sensible Transportation
Monica Billger Virginia Conservation Advocate Audubon Naturalist Society
Jeff Anderson President Fairfax Alliance for Better Bicycling
Charles A. Grymes Chair Prince William Conservation Alliance
Kelsey Crane Conservation Program Coordination Sierra Club Virginia Chapter

449	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	John Findley
450	<p>To Whom It May Concern,</p> <p>As a resident of Manassas, I am extremely concerned that the Bi-County Parkway is still included in NVTa draft TransAction Plan, even though the Prince William County Board of Supervisors voted to remove it from the County's Comprehensive Plan. This parkway, if approved, will:</p> <ol style="list-style-type: none"> 1. increase, not reduce, traffic in Prince William County, 2. lead to increased residential development in our rural areas, 3. permanently change the historic Manassas Battlefield Park (by closing Rt. 234 and Rt. 29, which run through the park), and 4. bring increased truck traffic through our major roadways. <p>I implore you to do what's right; to take the needs and concerns of residents, not real estate developers, into account; and vote against the Bi-County Parkway. Prince William County, Manassas, and Manassas Park do not need more congestion; we need less.</p>	Jason Doll
451	Please keep it [Bi-County Pkwy] OUT of the plan.	Mark Micieli
452	The Bi-County Parkway is not what us residents need in Prince William. We have made our voice clear in the past. It is clear that this project is hell bent to line the pockets of those wanting and voting for it and wreck and ruin the lives of residents of Prince William. I urge you to drop this project with immediate effect it is of no use to us the residents and a distraction to what needs to be focused on in Prince William.	Liebrecht R. Venter
453	<p>No bi county parkway. As a PWC resident in the Brentsville district for over 20 years, I urge you to remove the Bi-County Parkway from the County Comprehensive Plan. This plan is faulty and does not protect the rural crescent. Future considerations must involve the weighted approval of the district supervisors ; EG: Gainesville and Brentsville districts only, and not be influenced by eastern district supervisors who's residents are not affected.</p> <p>If any parkway is built, it should be in Fauquier County or built to protect the rural crescent from residential or commercial development. A parkway would have no exits into or from the rural crescent, and would not impact the historic Battlefields, so therefore should not be considered.</p>	Mark Ulrich
454	<p>We do not need, nor do we want the Bi-County Parkway, as residents of Prince William. We have made our voice clear on that regard in the past.</p> <p>This project will only benefit those advocating and voting for it and will completely ruin the lives of residents of Prince William.</p>	Annegret Venter

	I urge you to drop this project with immediate effect. It is of no use to us the residents and is a distraction to what needs to be focused on in Prince William County.	
455	Remove I'd 24 outer Potomac bridge. This would not help traffic but make it worse.	Ron simoneau
456	Remove the outer Potomac bridge. This would make traffic worse and would cause businesses to suffer in both places . Maryland and Virginia	Patty simoneau
457	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought	Jim Bender
458	Dear Ladies and Gentlemen: I am writing to request your support for funding the congestion-mitigation portion of the Route 9 project in Hillsboro, VA, including a roundabout at the eastern end of Hillsboro, at the intersection of Route 9 (Charles Town Pike) and 690 (Hillsboro Road) at the same time as the in-town portion of the project which is scheduled to start next year. Many thanks and best wishes, Greg Burnside	Gregory P. Burnside
459	To NVTA officials, I am strongly opposed to the Virginia Bi-County Parkway proposal since it will increase not reduce traffic in Prince William County, greatly increase truck traffic through major roadways, increase residential development in rural areas and permanently change the historic Manassas Battlefield. I strongly urge you to disapprove this major project t for our area. Sincerely, Teresa Carlson, Dumfries, VA. PWC Potomac District.	Teresa Carlson
460	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought	Doug Smith

461	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Lida Lewis
462	<p>I live on the edge of Hillsboro on Manor View Lane. My family and I moved here just over 2 years ago, and love Hillsboro and the surrounding area with one caveat: the traffic bottleneck and the associated safety concerns created by Route 9 in and around Hillsboro. I have observed two major safety issues with the current situation:</p> <p>1) There are high levels of traffic flowing through the small town of Hillsboro every day, and currently the streets are very narrow. Compounding this problem are aggressive drivers that routinely exceed the speed limit of 25 mph, often by a large margin. I refuse to let my children walk in Hillsboro -- it is simply too dangerous given the high volume of traffic, lack of suitable sidewalks, and aggressive commuters.</p> <p>2) This situation is exacerbated as drivers leave Hillsboro and accelerate as they begin to climb the hill out of town as Route 9 bends toward West Virginia. Although the speed limit is 35 mph in this zone, drivers routinely drive 55-65 mph+ as they are anxious to get out of Hillsboro and resume commuting speed. Our driveway ends within this 35 mph zone, but I feel that I take my life in my own hands every time I need to get onto Route 9 as drivers exit Hillsboro at high speed around a sharp corner with limited visibility. I have had several very close calls as I get the mail from the box at the end of my driveway, with aggressive drivers who significantly exceed the speed limit and are not in control as they turn this corner.</p> <p>I am asking for any help that can be provided to improve the safety of traffic within Hillsboro. I fear that it is only a matter of time before a real tragedy occurs. I am hoping that combination of capital improvements and law enforcement can SLOW DOWN the cars flowing through Hillsboro and create an acceptable level of safety. The current speed limits are good, but they are simply not enforced which significantly diminishes the quality of life for residents of Hillsboro.</p> <p>Thank you so much for your consideration.</p>	Samuel Hughes

463	<p>Dear NVTAs:As a resident living near Hillsboro and having children that attend Hillsboro Charter Academy I urge you to please hear out Mayor Vance and approve the remaining funding for the traffic calming project. I have attached a portion of Mayor Vance's letter addressed to you. "The project aligns with NVTAs regional goals by keeping traffic moving and significantly reducing person-hours of travel and delay, and can be completed within the next three years. I am urging the NVTAs Board to commit to the funding of the congestion-mitigation portions of this project in the near term to ensure construction is completed as part of the soon to commence "in-town" phase. Doing so will display financial responsibility by saving millions in costs, avoid years of repeated disruption to this critical corridor, facilitate economic development, leverage multiple fund sources from across jurisdictions and meet key TransAction goals. It is my hope the NVTAs will fund the Hillsboro/Rt. 9 corridor project now."This town is so near and dear to my heart. Please consider this.Thank you,Angie McDevitt703-929-6469</p>	Angie McDevitt
464	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Steve Claeys
465	<p>I am stating my opposition to the bi-county parkway. The Rural Crescent is necessary to preserve some green space in the area. Gum Spring Road and Rt. 15 run in the same direction. We cannot have Rt. 29 and Rt. 234 closed thru the Battlefield.</p> <p>The giant trucks running thru Sanders Lane are travelling a speed of</p> <p>at least 65 miles an hr., cross over the center line forcing traffic going in the opposite direction to swerve off the road and are a danger to pedestrians as well as cyclists.</p> <p>We don't need the "builder" road.</p>	Theresa Reinbold
466	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Steven Dirkse

467	Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.Thank you	Genevieve Miller
468	I would like to recommend that investment be put into the public transportation sector. The best way to reduce congestion is to move large amounts of people in unison. Aside from investing in public transportation the area needs to adopt a more compact planning master plan that encourages developers to build high density communities with access to transit and amenities near by.	Sergio
469	I, among others, am totally against the Bi-County Parkway. The rural crescent is supposed to be maintained as such and not turned into Fairfax County or Arlington. People who live in this area live here for that very reason, because it is "rural". Please don't destroy that.	Catherine Snyder
470	I live in Gainesville and have been hearing about the Bi-County Parkway for a long time. It should be very obvious by now how strongly the local homeowners in and around the area of Gainesville and the historical battlefield property opposed this road extension. Residents of west Prince William County have enough problems with the traffic congestion and level of maintenance on the existing roads we have now. We should respect and preserve our battlefields by abandoning this project and focus the attention on addressing the road problems we already have in the area.	Jan Bryan
471	To Whom It May Concern, I am a citizen of Prince William County, and am strenuously against the Bi-county Parkway. I do no believe it will help Prince William County citizens in any way; in fact, I believe it will open our Rural Crescent up to high density development and further congestion. Please vote NO to this road. I also vote in every election.	Patti McKay
472	Traffic on I66 & US29 is greatly congested now & the proposed Bi-County Parkway will make it much worse. Fix current traffic congestion problem before thinking about a Bi-County Parkway.	Charles Hillon
473	Many thanks to Tim Hugo for bringing this matter to the public's attention. As a citizen of Gainesville, living within the bounds of the Rural Crescent, I am opposed to the BiCounty Parkway. Am disappointed this matter has come up again after all the citizen outcry expressed previously.	Rosanna Smith

474	<p>To whom it may concern,I support the Bi County Parkway plan and think you should implement it. There needs to be another route from Manassas to as far north as Ashburn. A lot of people make that commute everyday and I66 cannot handle the volume anymore.</p> <p>For starters the Bi county parkway connecting the Prince William(PW) county parkway needs to be finished. This road has been on the books for decades. I know certain PWC politicians want you to take it out of the plan, we residents, the ones who commute everyday, don't. We know we need the road, and a few other improvements. Some of which could be done now if anybody has the connections at VDOT to get them done. The interchange at Balls Ford Rd and the PW Parkway needs to be a clover leaf. Balls ford rd up in that area should be widened to 4 lanes. If you look at a map, the Industrial section west of Balls Ford Rd needs their own ramp getting onto 66. In fact University drive should have a ramp that allows direct access. Wellington Road needs to be 6 lanes from Balls Ford to University Dr to handle the Jiffy Lube Live Traffic. In Manassas the interchange at Ballsford Road and 234 is a nightmare. All of the trucks in the area head to that intersection at EXACTLY the same time. Meanwhile, commuters are also trying to get on the highway and using Miramar Dr to cut in front of the truck traffic. A no right turn sign M-F 5AM to 10AM at that intersection is needed. I66 at that interchange needs the same sort of stripping they have in Vienna where people are forced to stay in their lanes through the interchanges. Lobby Congress for an exclusion to the HOV rules on I66. Otherwise, HOV needs to be HOV, eliminate the Hybrid car exclusion. The majority of the cars in that lane now are single occupant defeating the purpose of it. Furthermore, the cars that do travel that lane create the inchworm effect as they cut across three lanes of traffic. If you insist on keeping HOV lanes then every interchange needs a left hand ramp for getting on and off the road. I66 traffic stops at every interchange because of HOV traffic cutting across to get on and off of the road.Northstart Blvd in Loudon county needs to be punched through to Rt 50, from both sides. It takes 20 minutes just to get out of Ashburn in the afternoon. Having an alternative to Belmont Ridge Rd and Evergreen Mills would help alleviate that a lot. I don't expect to live long enough to see any improvement knowing how things work around here, but thanks for trying.</p>	Charles Parsons
475	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	Stephen Ahern
476	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed</p>	Edward Prados

	to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.	
477	<p>Dear Planners,As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p>	Sabrina Faber
478	<p>Please Remove Project ID 24 Outer Potomac River Bridge</p> <p>I am writing to express my deep opposition to the proposed bridge over the Potomac River. This bridge, which is very controversial, will destroy the beautiful neighborhood hundreds of us call home. (Broad Run Farms). I am not knowledgeable about the impact on neighboring communities in regard to loss of homes, but the impact on Eastern Loudoun County would be immense.</p> <ul style="list-style-type: none"> - It seems unfair that those who do not pay taxes should be preferred over those of us who have paid taxes in our local community for many years. Even with the proposed possibility of a toll - the cost would still impact Loudoun County, and not only financially. - 47% of Loudoun residents work in the county, 92% work in VA or DC. - 46% of Fairfax residents work in Fairfax; 96% work in VA or DC - 49% live and work in Montgomery County; approximately 8% work in Fairfax and inner suburbs out of 9.3% total employed in Virginia - 62.9% of Frederick residents work in Frederick and Montgomery Counties; 90.4% work in MD or DC, 5.9% work in Virginia <p>Considering the above statistics, the bridge does not benefit our local community. Contrary to those pushing for this bridge, there are other ways to ease traffic congestion that would be a far better use of our tax dollars and our resources.</p> <p>As many of our local residents have already communicated:</p> <p>This bridge will not relieve traffic, but in fact it will increase traffic by inducing more development, particularly from Maryland. None of the actual traffic studies done so far have indicated that it will remove significant trips from the American Legion Bridge. The project will sap resources from the needed projects on your list, and will in fact reverse the positive effects of many of them. Please remove it before we waste any more time and resources on this boondoggle. Let the public see the initial scoring of project 24 that you have already done, and let us see traffic modeling of the other draft plan projects without this project included. Do this before you approve your project list in October. Then let us all move on to projects in your plan that can really help.</p> <p>Thank you for your attention to this matter</p> <p>Ellen Kusar</p> <p>Broad Run Farms</p>	Ellen Kusar

479	<p>I am opposed to the BI-County Parkway and the development of the Prince William County's protected Rural Crescent. We don't want a major highway on our doorstep or far more crowded schools, and much higher taxes!!!! From my perspective and that of my neighbors putting the moniker of "parkway" on such a road is a sham because it is anything but a parkway. It will be another eyesore and have no park like features. It is a throughway and would be titled as such by any honest person. It would:</p> <ul style="list-style-type: none"> -Increase, not reduce, traffic in Prince William County -Lead to increased residential and commercial development in our semi-rural and rural areas -Permanently disrupt access by our residents to the historic Manassas Battlefield Park by closing Rt. 234 and Rt. 29 that run through the park -Bring increased truck traffic through our existing major roadways <p>We have several access points already into Fairfax County toward Washington, D.C. and other Northern Virginia locations. Some of these are eyesores in need of improvement and the vast number of our current residents surround these thoroughfares. Please spend our hard earned money on improving these thoroughfares with their surrounding environment rather than developing new ones on green fields and continuing the sprawl.</p>	Will Lintner
480	<p>Please remove the Bi-County Parkway from the plan. The performance rating does not justify keeping it.</p> <p>Alternatively, if the NVTa believes the road is needed, then move to fund it using bonds, and require that user fees (tolls) be used to pay off the bonds. The state does not give you authority to do such a thing? Then campaign for it.</p> <p>Our biggest headache is that local politicians build all these infernal parkways for developers. Then they allow developers to have stoplights installed on the "parkways" so they can attach their developments to the "parkways". That is stupid! What should have been an expressway quickly becomes just another stoplight choked road.</p> <p>If so-called parkways were funded with bonds that have to be paid off with tolls, then the bond holders would insist upon limited access and no stoplights.</p>	Richard T. Salmon
481	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p>	Rachel Wood
482	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed</p>	Chris Reed

	to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.	
483	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Robert Nestor
484	<p>Although I happen to live in Broad Run Farms, thatâ€™s not primarily why Iâ€™m concerned about the prospect of a new bridge crossing on the Potomac River west of the American Legion Bridge, also known as Project ID 24. As I stated at the TransAction Public Hearing on July 13, I am concerned because such a bridge will divert (dump) over 100,000 vehicles a day from I-270 onto Route 28, this according to the Northern Virginia Transportation Alliance (Alliance). I would be just as opposed if the proposed connection included alignments through the Fairfax County/Algonkian Parkway, Loudoun County Parkway or any other location in Loudoun or Fairfax Counties. The issue is the concept of diverting that volume of traffic from I-270 down Route 28 (as Project ID 24 states) to Dulles Airport, I-66, etc. It is true that freight terminals do not exist at or near Dulles Airport as they do in and around the airports and harbors of Baltimore and Washington DC, but it is highly likely that a great deal of large truck traffic will be diverted onto Route 28 if such a bridge is constructed. I do not suggest putting a stop to the expansion of our transportation infrastructure, I merely suggest that proposed solutions alleviate traffic congestion rather than displace it. Consequently, I do not see the proposed bridge as a wise investment of Federal or state taxpayer dollars. I believe there are many uses that are much more sensible, will not contribute to urban-like sprawl, and cost less than the \$1,500,000,000 to \$2,000,000,000 the Alliance currently estimates a bridge will cost. However, imagine the results of investing even half the proposed cost of such a bridge in mass transit, both rail and buses. Along with establishing truly meaningful changes in the operation and governance structure of the Washington Metro Area Transit Authorityâ€™s (WMATA) systems, imagine investing that sort of funding (with caveats, safeguards, and adequate accountability) in that infrastructure. I believe it is possible for the WMATAâ€™s rail and bus system to be transformed from a national embarrassment into a system that other large cities seek to emulate. Please, carefully consider who the primary beneficiaries of a new Potomac River crossing would actually be â€” the citizen taxpayers of the affected communities or building/development and real estate investors. The impacts of Project ID 24 will not only include the permanent loss of long-established communities and open space in Loudoun and Montgomery Counties, it will forever destroy the rural way of life that those communities have preserved and cherished for over two hundred years.</p>	Thomas Duke

485	<p>The private road I live on leads directly onto Rt 234. Many times during the day it is almost impossible to get onto the road. In the minutes I have to wait I can count 5 to 7 18 wheelers plus other delivery trucks and vans. If the bi-county parkway is built then 234 will become an outer beltway, a short cut for more and more trucks to get to Dulles and Loudoun County from I-95. As the former Mayor of Haymarket I sat on the Manassas Battlefield bypass Study, so I am familiar with the area.</p> <p>There is a tunnel under Colonial Williamsburg. The way it was built was they dug it out, built the road and tunnel and then covered it over. I propose the same can be done thru the Battlefield. Start near the Memorial Gardens to the Fairfax County line and make it a 4 lane road. No land to confiscate, no houses and families to destroy/relocate and will leave the Rural Crescent undisturbed. As you know, the County Board of Supervisors took the Parkway out of the Comprehensive Pan. Please take it out of your plan.</p>	John Kapp
486	<p>Absolutely, do not change the current method of traffic control in Hillsboro. It is working very well. Every morning I must enter route 9 from Mountain Road (690) to go east. I count on the current stop light in Hillsboro at Purcellville Road (690) to stop east bound traffic so that I can enter route 9 to go east. If the proposed change to replace the traffic light in Hillsboro with a traffic circle or "round about" neither I nor anyone else enter Route 9 east of Hillsboro will be able to enter route 9 to go east during the rush hours in the morning, the traffic flow will be continuous. i.e. the problem will be the same for all persons trying to enter route 9 to go east until traffic reaches the light at 287.</p>	John C. Sawyer
487	<p>I'll make this real simple. NO BI-COUNTY PARKWAY!!!</p> <p>Also, I think it a travesty and un-constitutional for an un-elected group, NVTa, to make decisions for road projects in our area. I do know Supervisor Nohe is on the Board. He represents an area, due to redistricting, not far from me and I can tell you for certain many of my neighbors do not want the increased traffic with a Bi-County Parkway. We already have huge traffic congestion due to the overwhelming approval of housing developments in the Manassas area. If something doesn't get done to Route 28 (like Fairfax County did) and Business 234 at I66 some local supervisors may just lose their job. If Route 234 and Route 29 at the Battlefield gets closed Mr. Nohe will lose his job. I would bet the house on it.</p>	Patty Mattes
488	<p>I am against the Bi-County Parkway project.</p> <p>I do not think it will provide the desired benefit to the people which is worth the money and effort and destroying the countryside.</p>	Katrin Venter
489	<p>Please do not change the traffic control methods currently employed in Hillsboro. The light at the intersection of Purcellville Road (690) and route 9 permits me to enter east bound traffic during rush hours. A traffic rotary will permit a continuous flow of traffic past the inter section of Mountain Road and route 9 and no one will be able to enter route 9 in the morning during rush hour to go east because there will be no break in the flow of the traffic..</p>	Jane W. Sawyer
490	<p>The bi-county road needs to be built so drivers don't have to go on our neighborhood roads.</p>	Ron johnson
491	<p>Dear NTVAuthority, The Metro DC area is now officially uninhabitable. With Metro on the skids and more people driving, the traffic is miserable. Unfortunately, building roads won't help. We keep doing that, and the result is more traffic. We need to get Metro back in shape and help people get around with less driving. Instead of smart growth, you're going to consider the Outer Beltway again? Ugh. Please focus instead on walkable communities, bicycle commuting, better mass transit, and tackling the barriers that keep people from walking or biking or using mass transit.</p>	Ivy Main

492	<p>Bi-County Parking - remove the project from the county's comprehensive plan: I have friends with a farm on Pageland. I use Pageland to Gum Springs to visit my brother and get to work every day. If I was forced to use RT 66, my pleasant morning and afternoon drive would become a nightmare. It would just add more cars to the over crowded Route 66. I also don't want to be forced to pay a toll to get to work.</p> <p>Increase, not reduce, traffic in Prince William County</p> <ul style="list-style-type: none"> ·Lead to increased residential development in our rural areas ·Permanently change the historic Manassas Battlefield Park (closing Rt. 234 and Rt. 29 that run through the park) ·Bring increased truck traffic through our major roadways 	Marypat Moller
493	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Bryn Nguyen
494	There is no justification to include the Bi County Parkway project in the plan without a public hearing to allow citizens and residents of western Prince William . It is highly relevant that the PWC Board of Supervisors voted to remove this from the Comprehensive Plan. NVTA is repeating the mistake of denying citizens meaningful input on such an important and highly controversial issue.	Barry G. cline
495	I am against the proposed bi-county parkway. Vote No.	Terry Guiffre
496	<p>Hi. As a long tern Northern Virginia voter, taxpayer and bike commuter, I strongly support the bicycle projects in TransAction.</p> <p>I've been a 1000 mile a year bike commuter since 2007, commuting from east McLean to Ballston in Arlington. Over the last decade I've seen great gains in bike infrastructure and safety, and I'm not alone on the commuting trail nearly as much as I used to be.</p> <p>But as more people use these resources, supporting safe resources becomes more important.</p> <ul style="list-style-type: none"> • Dedicated bike lanes are crucial to safety, increased user traffic, and child safety. In April, I was hit by a construction vehicle that barreled out of a staging area and over a bike path without slowing down. The down-state construction crew wasn't familiar with bike paths – they just thought it was sidewalk - and figured pedestrians would jump out of the way. Marking the bike paths better would make them safer. Consider painting side walk green when it's a dedicated trail. • • When Fairfax County painted bike-share symbols on Westmoreland several years ago, I noticed IMMEDIATE results in improved driver awareness, and the dedicated bike lanes add real safety. Still, widening a few narrow chokepoints to add least add a shoulder(!) would make this a safer road. Neighbors and colleagues have told me these few chokepoints scare them off bike commuting. • • Custis Trail is a major commuter road, and making the trail as safe as the W&OD, and adding lanes on Rt. 7 would be a great leap forward. • • I66 – forcing bike commuters inside the barrier for 5 miles – beside high speed traffic, breathing exhaust, enduring the madness of traffic noise, and lacking any escape is madness and shameful. Put the bike lanes OUTSIDE the 66 barrier and away from the madness. If homeowners complain, put a chain link fence on that property side but get bikes away from a death ride I66 would become. 	Paul Meyer

	<p>More people are biking – including all of our children. Roads were paved for bikes decades before cars existed. Infrastructure really DOES get cars off the road. I’m a 60 year old guy, been doing this for 10 years, and don’t plan to stop. Many others are joining us. Let’s make room for a better future. I pay the same taxes as drivers, as do all bikers, and our needs are a fraction of the cost of auto infrastructure. And we do get cars off the road. I love bike commuting.</p>	
497	<p>Our Comments are in regards to the consideration of a new bridge crossing... With all the previous studies that suggest this is not a good solution to the traffic problem and considering the impact on the environment, conservation and reserve land, the national park on the island in the considered location, the fact that Maryland, especially Montgomery county are against. I can not imagine WHY you would be looking to spend so much money on another study?????? Makes one suspicious as to the elected officials, big business and contractors lining there own pockets.... Possible self interest is standing out. When all the factors say it will not improve traffic , quality of life or the environment. NO BRIDGE.....</p>	Ann & Peter Huke
498	<p>Re the BoS 9-0 vote supporting a study of prospective Potomac River bridge crossing sites:</p> <p>What a loaded exercise! No public input! Zero, zilch I mean none. One might suspect this was coordinated behind closed doors (collusion)?</p> <p>Randy Minchew's first love seems to be eminent domain. He would pave all Loudoun if it would help business interests and the Chamber of Commerce.</p> <p>Why limit the area of survey to east of Goose Creek? Why is Rt 15 beyond consideration? Maryland is prepared to accommodate a crossing there. And why is River Creek Parkway not mentioned? It seems a logical route. The county owns much of the property and the parallel power line easement makes it a perfect choice. I noticed Buona's motion did not include that road, as I do believe it's in his district and would tee off his voters. Buona, the one who brought us Metro and the Hounds Baseball Park at One Loudoun! Now thereâ€™s two good reasons against providing his views any credibility!</p> <p>This meeting of the BoS demonstrates just how parochial county politicians can be. Major undertakings such as a bridge across the Potomac transcend the narrow interests of Loudoun Locals. It is properly a matter for regional , state, and federal officials.</p> <hr/> <p>Boondoggle on Steroids</p> <p>Was widening route 7 going to reduce congestion?</p> <p>Was 28 going to be the economic engine never seen before in Loudoun County?</p> <p>A new bridge will not add lanes to route 7 and 28, only traffic, congestion, pollution and more broken political promises. Spending 11 billion dollars on 1 bridge of which 11 miles out of 13 miles will be in Maryland does not seem to be the best use of Loudoun's cachet. Someone said we could charge tolls to pay for the Potomac River Crossing Bridge.</p> <p>\$11 billion, initial cost</p> <p>100,000 cars a day at 5 bucks a trip equals \$500,000.00 a day times 260 working days \$130,000,000 a year from tolls \$11 billion divided by \$130 million equals 84 YEARS and this does not include maintenance or operational costs for the bridge.</p> <p>The trifecta, Virginia, Maryland and D.C. would already contribute to the cost of the bridge via federal taxes so I assume that Ron Meyers saying Virginia would be willing to pay more then our fair share, he is talking about tolling us for 84 years! Could it be that Meyers is spending time with Ralph Buona trying to come up with a alternate gas tax like we currently pay to support Metro.</p>	Jonathan Erickson

499	<p>Dear NTVAuthority,I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.Thank you _____</p> <p>As a car-free Arlington County resident, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle, pedestrian, and transit infrastructure in Northern Virginia.Bicycling, walking, and riding transit should be substantive and integral parts of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide people with options for bicycling, walking, and riding transit that are well-designed, safe, and accessible.Please ensure that the bicycle, pedestrian, and transit projects in the plan are fully funded, designed to industry best practices, and built with the intention that they are viable transportation options, not an afterthought.</p>	Ray Atkinson
500	<p>We desperately need traffic calming</p> <p>Route 9 has become a high speed beltway and no one seems to notice that they are traveling through a town</p>	Katharina Arnhold
501	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Kurt Jaeger
502	<p>To whom it may concern:</p> <p>Please remove the destructive Bi-County Parkway from your plan.</p> <p>The proposed Bi-County Parkway will:</p> <ul style="list-style-type: none"> • Increase, not reduce, traffic in Prince William County • Lead to increased residential development in our rural areas • Permanently change the historic Manassas Battlefield Park • Bring increased truck traffic through our major roadways 	Peg Futrell

503	As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you	Elizabeth MacGregor
504	My family is adamantly opposed to the Bi-County Parkway being part of the Draft Plan. It is nothing more than a builder's road and was very ill conceived as the original VDOT study DID NOT look at the negative impact of the full scope of the intended plan. i.e. eventual continuation of the highway to I-95 via the existing Rt. 234 (Dumfries Road) which already has over 23 traffic lights, multiple schools and churches, the latter already requiring police direction at service times between Brentsville Rd (649) and I-95. This would also create nightmare traffic backlogs if logically used by heavy truck traffic with all these traffic lights and community entrances like ours in Landview Estates which serve 125 homes with a single access point onto Rt. 234. Additionally, the Bi-County Parkway would negatively impact the historic Manassas Battlefield; and open up intensive development within the protected Rural Crescent (cluster or tract housing) which would further strain our already overcrowded school system and further increase our taxes. Everything about this proposal is negative, unless your a builder or land developer looking for a quick buck. Please do not include the Bi-County Parkway with any future development plans. We need mass transit using light and heavy rail to efficiently solve our transportation needs, not new highways and toll roads. Thank you!	Gary O'Brien
505	Alternative 9 on your Highway 28 road widening study is a nightmare. We live in Yorkshire Acres and why would you slice up my neighborhood with the only peace, lot size and property value in the area? Traffic also brings with it noise and pollution. Absolutely stupid. You wreck our neighborhood for what? The traffic ends up back on the 28 anyway where it clogs with people getting to the main intersections across the Fairfax County line and freeway entrances in Centreville. Why don't you stick with widening the 28 and Old Centreville Road that are already established thoroughfares? Your option 9 plan is reckless and thoughtless to the impact of people who chose to live on this neighborhood instead of the rest of Northern Virginia paved over from end to end. It will also negatively affect property values. Again. For What? You want sidewalks? Great. Pave them on 28 and Old Centreville Road. We are also furious that you would go so far with this plan and not notify us. We had to find out from other neighbors. Absolutely disrespectful.	Roberta Manly

506	<p>Seriously, how many different ways, for how many decades, must the community fight this Developer gift. Or as was we call it, the "zombie Road."</p> <p>Here is what we know given the last meeting with VDOT and the CTB, this Road has no consistent message for the reason it supposedly needs to be built.</p> <p>It does not relieve congestion to the East first and foremost. It's link is not supported by Loudon.</p> <p>It is intended though to serve as a transport truck "cut through" from Interstate 95 for Dulles Airport business per the very words from the secretary of transportation. No thank you. PWC residents respectfully decline your offer.</p> <p>None of these reasons explained are acceptable to the multitude of residents in PWC affected by this ill conceived plan.</p> <p>Here is who we do know benefits. The Developers who are chomping at the bit to buy up cheap land and build massive high density housing, thus ruining the rural character and putting a drain on our schools, our taxes, and destroying the very reason people live in the Rural Crescent. This Developer Road will destroy too many of our unique cultural, historical, and environmental assets.</p> <p>Our transportation resources should be invested in smart growth initiatives not dumb outdated developer driven ventures.</p>	Elena Schlossberg
507	<p>Bike, walk, jog trails are of great importance and deserve a high priority. Trails should be long and connected. It is common for bikers to want to ride 40 to 70 miles on a safe trail. Trails that connect are an alternate form of transportation taking cars off of the roads and are not just a luxury. _____ As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Roy Huffman
508	<p>I am a property owner in Yorkshire Acres and today is the first day time I was made aware of the Route 28 Corridor Feasibility Study and the proposed alternatives currently identified under study. I am seriously apposed of Alternative 9 and Alternative 10 because they would both have a direct impact on my property in Yorkshire Acres. I believe that the developments along lake drive will have a negative impact on our property values and bring into our neighborhood a high volume of traffic and pollution destroying the residential appeal that makes this a valued place to live. I travel HWY 28 everyday and the attention should be focused on widening that highway and not cutting up the neighborhoods boarding it. I am APPOSED to these alternatives. More attention should be place on development control and not on the generation of new tax revenue through over development. We will see you at the TOWN Hall Meeting!!!!</p>	William Manly

509	<p>We in the Heritage Hunt community in Gainesville are strongly opposed to reconsidering the Bi- County Parkway as part of the NVTa TransAction Plan Update.</p> <p>In 2012-2013 the Prince William Board of County Supervisors removed the BCP from the County's 6-year Transportation Plan, supporting the overwhelming opposition of Prince William County residents by removing this ill-advised highway through the Manassas National Battlefield Park and its associated closure of Rts 29 and 234 to through traffic. The closure of Rt. 29 to West-to-East and East-to-West travel would create a commuter traffic nightmare on I66, which would be the only viable vehicular route to Fairfax County, the Beltway, and D.C.</p>	Richard E. Schneider
510	<p>I do not agree with the bridge to Maryland anywhere in the eastern Loudoun corridor it is only going to make congestion worse it will not help congestion . It will harm a lot of history in select areas and it will cause more congestion than I could ever relieve.</p> <ol style="list-style-type: none"> 1. Please run traffic models again using all the projects EXCEPT the bridge (Project ID 24), and release that information to the public. The 3 heat maps and the numbers in the chart you show are current, do nothing, and build everything. (Do everything and do nothing are not realistic, and I strongly suspect that the bridge itself contributes to traffic rather than reducing it.) 2. Using "congestion reduction" as the overwhelming criterion is a road-building paradigm that pretty much guarantees a highway building solution (hammer=nail). What about vehicle miles traveled per capita as a criterion? That would force more of a demand management approach and achieve more balance in solutions. That is rewarding people who live far away from where they work and punishing those who wisely choose to live closer. That makes no sense in today's world. 3. The "wider highways and more bridges" way of thinking also guarantees that "bypassers" get priority over locals. This point was brought up by a business owner along Route 1, and her testimony reminded me of what happened to those businesses (who used to be) along Route 28 when they finished the 28/Church Rd interchange. Road widening at some point becomes barrier building, separating communities and trapping people. 4. There should be a threshold for environmental quality and associated impacts on the local area that cannot be exceeded no matter how attractive the project looks. Any project exceeding that should be automatically dropped. 5. The initial scores of ALL these projects should be released to the public now. 6. Whenever any jurisdiction applies for funding for any project on the list, all data about that project from all jurisdictions and boards, and their contractors, needs to be made available to the public from that point forward. 	Robin Franz
511	<p>Another slick move against the rural crescent. We will not let this happen! Give it up. Please read about the rural crescent and see what it is supposed to be about and stop trying to pave it over Remove it from the TransAction plan. Thank goodness we have a Representative that is on top of things and is looking out for his constituents.</p>	Rosemary Luzi
512	<p>Good evening-</p> <p>I am a Prince William County resident and I am opposed to the Bi-County parkway. I do not believe it will serve the best interests of the residents of Prince William. We need a plan to reduce congestion- not increase it.</p>	Lisa Lugent

513	<p>I bike to work every day, 22 miles round trip. It's just as fast as taking metro and significantly faster than a car in rush hour. It's important to me that new road construction make it possible for bikers to access new areas safely and efficiently. If the bike lanes are there more people will ride. And that will help traffic in general.</p> <p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Jesse Bushman
514	<p>Please consider funding the two roundabouts at either end of the Town of Hillsboro. This will enable the entire project to be done at the same time vice having the center of town done and then at some latter date having the roundabouts done. By accomplishing at the same time the traffic interruption will be minimized and the traffic calming completed.</p>	John W. Dean
515	<p>In previous meetings several years ago, the residents of Prince William County were very vocal against the Bi County Parkway and it was removed from the plans for Prince William County. Now someone sneakily put this back in and did not even have a public meeting here. This will create even more traffic congestion, ruin the Rural Crescent, and I believe the true purpose is to make some developers and contractors wealthy. We need multiple hearings here so residents can reconfirm that we do NOT want this road to be built where it is planned.</p>	Linda Kennedy
516	<p>Dear NTV Authority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p> <p>Thank you</p>	Laura LaVertu

517	Please remove the Outer Potomac River Bridge from the plan. This bridge will not reduce the traffic congestion in Loudoun county. Based on the data our elected officials have referenced, the bridge will bring even more traffic onto Rt 28 and 7. Our roads are already congested as is. Money is better spent on improving roads in our county and continuing with the "live, work, and play" mixed used communities. Data shows that only a very small percentage of workers commute to Maryland for work, why are we paying for a bridge that will not benefit a majority of Loudoun county residents?	
518	I am writing to voice my opposition to the Bi-County Parkway. Citizens of Prince William County have long objected to this roadway and in 2016 the county supervisors removed it from the county's comprehensive plan. With no public discussion, the Northern Virginia Transportation Authority continues to carry the parkway in its plan for future roadway development. The proposed bi-county parkway does absolutely nothing to improve traffic congestion in the heavily traveled corridors. It instead will bring heavy truck traffic through rural and residential areas while having negative impact on access to the county's civil war battlefields. Furthermore, it will be a boon to real estate developers and ultimately the death knell for Prince William County's rural crescent.	Thomas Smith
519	Yes, we need the BCP. I am glad it is being proposed and I hope it moves forward. We need a robust road towards Dulles. The traffic is horrible around Gainesville and Fairfax County and we need the road to break the gridlock.	Dr. Arlene Heinzman
520	<p>I left Fairfax 26 yrs ago to raise our children in PW County. I was one of the citizens who mobilized to form Advocates for the Rural Crescent. Fought Disney's America in Haymarket in 1993 til we drove them out in 1994.</p> <p>Became friends w/Anne Snyder who fought with others to Save the Battlefield from Til Hazels mall, asphalt and sprawl.</p> <p>I fought this road 3 times different name same agenda. It will destroy rural area and water supply to Fairfax County which is largely from western PW County.</p> <p>God Bless the souls that fought to save this land and are now gone. I have never met more honorable, giving individuals with such brilliance and vision.</p> <p>This road serves to destroy land induce sprawl not MOVE TRAFFIC...</p> <p>Linda Budreika from Haymarket</p>	linda budreika
521	No bridge in our county. Please explain to us constituents how adding 140k cars to rte 28 will make our traffic situation better. Explain how routing 495 traffic to our region alleviates traffic. How many new trucks are we anticipating? How many of these trucks will bail onto rte 7 and our local roads? No bridge now.	
522	<p>Please remove the outer Potomac River bridge crossing (project 24) from your plans. This bridge will only increase congestion in eastern Loudoun County. It will also destroy neighborhoods, wildlife, and cause potential issues with our water supply from the river. There is already extensive traffic on Rt 28 and 7 in and around Sterling, VA and a new bridge bringing people across from Maryland will make these roads unbearable. Previous studies have shown that this project will not reduce traffic significantly on the American Legion bridge but will instead create new commuters and new traffic. The project will use up time and resources that are better spent on other projects.</p> <p>Try running your traffic models again with your other potential projects but without this Potomac River crossing and see if it is really going to help with traffic in the area. Release the initial score of this project to the public so we can see what the expected benefit truly is. This sounds like a project that is meant to help a few developers and those who are intent</p>	Kelly Thomas

	upon increasing sprawl and traffic throughout Loudoun County. Those of us who live here and have thought through the ramifications of this bridge are opposed to this plan. Please protect our county and those who live here. Please use your limited resources in a more productive way and remove this bridge from your plan.	
523	<p>This message is in regards to the portion of the plan that specifically addresses the Bi-County Parkway. It is a shame, although not a surprise, this highway is once again being attempted to get shoved down the throats of PWC citizens. We all acknowledge that there are traffic issues in this area that need to be addressed. It is also well known that the Bi-County Parkway is not the solution to these issues, but rather will be a factor in causing more congestion issues. This is backed by the fact that developers are not even being covert anymore and now contacting residents along the formerly designated path of the parkway expressing interest in their land. There have been numerous discussions ad nauseam about the issues with this proposed highway. This includes truck traffic that would flow through the county as a result of this road, the negative affect on the Manassas Battlefield, the waste of funds on a developer/truck road limiting funding on true traffic relief projects, and more. In addition, on the Western end of the county this proposed highway will plow through the rural crescent and established neighborhoods, bringing higher density development with it. On the Eastern end, it will drastically affect Route 234, ingress/egress routes, force the re-routing of traffic, and affect established neighborhoods there as well. There is not an area in this county it will not negatively affect. To top it off, we will still be left with the same congestion issues, especially going east-west, and even moreso with the increased volume of traffic the Parkway and corresponding development it will bring. We encourage the NVTa to remove this project from its plan and instead look at more effective, viable, reasonable solutions for dealing with the congestion issues for the North-South routes. There are several options that can be considered along the Western end, from 28 to 15, Route 235 to 50 area that can include roundabouts, expansions, overpasses, even new roads, and more that will not bring the new development and/or truck traffic with them.</p>	Wendy Kaczmar
524	<p>Prince William County residents and the County Board of Supervisors have made it eminently clear:</p> <ul style="list-style-type: none"> • This County does not want this road • This County does not need this road • This County wants and needs its Rural Crescent <p>This road IS NOT an option to be considered by any representative or member of the NVTa (including our own Prince William County representative on the NVTa). Prince William County will not permit this road. Other regional county leaders should move their focus elsewhere. Developers will be happy to make their money wherever another road is opened up, gleefully asphaltting our Virginia environment and history – but it won't be with this road through our Rural Crescent.</p> <p>Stop the sneaky maneuvering. Stop this insanity.</p>	Karen Sheehan
525	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	James Jester

526	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Thomas Murphy
527	<p>Greetings, Here is my feedback on the NVTA project list being proposed. Please verify this is received and recorded before today's 23 July 12 midnight deadline. Embarrassing screw up, or dubious forgery, either way this project list doesn't work and shows carelessness and lack of focus. The description for the BiCounty Parkway (BCP) is wrong, this description is for the Battlefield Bypass (BB). No, building the BCP will not allow closing both 234 and 29 within the Manassas National Battlefield Park. Traffic engineers can verify that. No, the description of the BB doesn't begin in Catharpin where 234 crosses the powerlines, it begins at Pageland Lane. This document has been altered for nefarious reasons, it is not accurate. No, the PWC BOCS doesn't support the BCP, that was removed from the plan by their vote. No, there is no approval from the Manassas National Battlefield Park/NPS for the BCP, they never signed the agreement to allow the road and all EIS data is now invalid. The BCP will not be built. No, a corridor in a wish list does not equate to one road. A corridor means a wide swath where any mode can be planned to move people within. Corrections must be made: 1) Remove the BCP from the document 2) Restore original description for BB-OR- Make BCP dependent on BB as described before BCP can be built. Since there was never real intent or NPS funding to build the BB, this would make the BCP impossible. Where is Alt 29? Alt 29 is in the PWC Comp Plan. That road has purpose and need independent of BB. If the NVTA insists their backroom edits made so far will remain, why not include Alt 29 which the citizens committee unanimously supported and the BOCS approved as well. Bottom line, this document must be withdrawn and fixed. Kill the BCP. by continuing to push this road you are wasting time and resources when other solutions need support.</p>	Greg Gorham

528	<p>If it is being considered to widen Rt 234 from I66, Prince William Pkwy Rt 234 to I95 I am immensely opposed to it. Why? I have been living off Rt 234, Landview Estates, for over 20 years. You are considering giving another lane for me to traverse to exit my subdivision. It is difficult now to exit. Imagine how treacherous it would be if there is another lane. Not to mention how many more trucks, and I mean commercial trucks, would now use the connection from I66 to I95.</p> <p>I thought I read that limited access highways would be allowed speed limits of 55 mph. How does Rt 234 qualify for 55 MPH? We the communities off Rt 234 are not in a limited access highway corridor. We have access to Rt 234 and there would be more traffic control lights needed for us to exit SAFELY from our communities.</p> <p>We now have a high school directly on Rt 234. Our teens who drive are now driving on this road and with a speed limit of 55 MPH. Do you realize how much faster they are traveling with that increase. Rt 234 from I95 to Brentsville RD should not be over 45 MPH. The zone near Colgan HS should be lowered when school is in session, beginning and ending periods, SCHOOL ZONES.</p> <p>Instead of considering increasing the traffic on Rt 234. Consider lowering the speed limit for the safety of the many subdivisions. The teens that commute on the road to attend Colgan HS. How about Freedom HS on Spriggs Rd just off Rt 234.</p>	Joseph Drago
529	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Elizabeth Lacher
530	<p>To whom it may concern:</p> <p>As a Prince William County resident, I am opposed to the addition of an intercounty connector roadway, the Bi-County Parkway. We need to preserve the beauty of the historic battlefield in Manassas, as well as continue to control the flow of heavy traffic in the Western part of our county. Please reconsider your decision to proceed with this parkway.</p>	Ann Komelasky
531	<p>I am a resident of Arlington who tries to complete as many trips as possible by bicycle, both for my own health and to put less stress on the road network and the local and planetary environments.</p> <p>However, I find it challenging to get to many stores along major commercial corridors, so I am forced into my car, or I order online, depriving Virginia retailers of revenue.</p> <p>I would therefore prioritize the proposed bike trails along Route 7 and US 29. By allowing people like me to complete errands by bicycle, such trails could increase business for local merchants and improve the functioning of the car lanes.</p> <p>Thanks</p>	Zachary Schrag

532	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Robb Dooling
533	<p>I am writing to shared my strong report for funding the road project through Hillsboro. As a resident of the area for almost twenty years, I've watched as the conditions have worsened especially with the improvements in the West Virginia side of the botder that have brought significantly more people coming through.</p> <p>I feel I is both long overdue and imperative to find the improvement both to help with congestion and quality of life in the area and to improve safety. It is common sense that this be completed at the same time as it improvements planned for the area in the interest of maximizing how taxpayer and grant money are used.</p> <p>While the construction will be painful in the area, the end result is very important.</p> <p>Please ensure the project is funded.</p> <p>Thanks,</p> <p>-Todd</p>	Todd Michael Kover
534	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Vernon Wong
535	The traffic at Route 9 and Hillsboro Rd. needs a roundabout to reduce congestion and provide a safer environment for children attending Hillsboro Charter Academy. Parents dropping off and/or picking up their children have to sit for unreasonably long times to exot the school safely.	Pamela Evans
536	Please fund the traffic calming, safety improvement plans for the Rte 9/ Hillsboro Rd intersection. I drive through there every morning and the West VA traffic makes it nearly impossible to get anywhere on time.	Eric Evans
537	I oppose this proposal.	

538	<p>Dear Board of Directors,</p> <p>I am writing to register my opinion regarding the "Bi-County Parkway". I say "NO" to this. It will change our landscape in Western Prince William County and encourage more growth and development instead of minimizing it.</p> <p>Please vote against it! Everything does NOT have to be about MONEY.</p> <p>Let's keep the beauty of our area!!!</p> <p>Thank you for hearing my concerns.</p>	Mary Cresswell
539	<p>We vote YES on this proposed change. The traffic is a nightmare on Rte 9 and it's almost impossible to travel during peak hours. We know this impacts businesses as well as homeowners.</p>	Bob & Vicki Moore, Middle Grove Inn B&B
540	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Marc Kannenberg
541	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p>	Pete Poudel
542	<p>I believe Supervisor Jeanine Lawson is correct in regard to the irreparable damage the Bi-County parkway will produce. There are other solutions that will not destroy the integrity of the Rural Crescent. Please do not move forward with the Bi-County parkway plan.</p>	McGraw Family
543	<p>No new Potomac River bridge in Loudoun!</p>	Zellah Cleaver
544	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Bret Leslie

545	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Eric DeJonghe
546	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Jeanise Rosado
547	Please remove the Bi-county parkway off the NVTa plans once and for all. The residents of Catharpin are tired of being drug through such emotional trauma every time the Loudon county officials try to accommodate their development needs. Our rural crescent area is being destroyed by all the traffic being diverted into our communities. Please SAVE the rural crescent area and put the bi-pass road down Gum Springs Road or elsewhere. Stay away from the Sanders Lane route!!!! Supervisor Nohe is a snake and only represents the greedy developers in Loudon County....is he on the payoff ?? An investigation on some of these shady supervisors is warranted.	Lana Hair
548	I own property on Sanders Lane and have been here for many years and I hope to be able to stay here in the future . I have witnessed dominion power and VDOT change our quiet country street into a major highway. Please remove the Bi-county parkway off the draft NVTa plans once and for all. The residents of Catharpin are tired of being drug through The political battles every time the Loudon county officials try to accommodate their development needs. Our rural crescent area is being destroyed by all the traffic being diverted into our communities. Families can no longer walk their pets on our streets and the trucks are utilizing Prince William County roads as a Cutthrough . Please SAVE the rural crescent area and put the bi-pass road down Gum Springs Road or elsewhere... after all Gumsprings already has the infrastructure to support such traffic . We have gone to VDOT and requested a no truck through sign for Sanders Lane and county officials continuously fight with the state of Virginia to erect the sign or improve the roadway nothing has been done ! Stay away from the Sanders Lane route!!!! Supervisor Nohe only represents the greedy developers in Loudon County....is he on the payoff ?? An investigation on some of these shady supervisors is warranted. Please take the hi-pass road off the Sanders Lane route.... if it has to stay then put it down Gumsprings Road where it belongs !	Michael Iuliano
549	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Monica Milam
550	<p>My wife and I are writing to urge you to drop the idea for the Bi-County Parkway. The real estate developers behind this plan will not be living here and don't give a damn for anything but their bank accounts. This parkway will create further noisome effects for the traffic in our area making an already nasty situation worse. We will realize these effects if the parkway is built.</p> <ul style="list-style-type: none"> ·Increased, not reduces, traffic in Prince William County. ·An undesirable increase of residential development in our rural areas ·An unnecessary and permanently change to the historic Manassas Battlefield Park by closing Rt. 234 and Rt. 29 which transect the park. ·Significantly increase truck traffic and associated diesel pollution through our neighborhoods. <p>This parkway is unnecessary and unwanted. Drop it from the long range plan.</p>	Bill & Marjorie Wood

551	<p>Dear Sir or Madam,</p> <p>I am writing in support of the VA Route 9 Traffic Calming project within the Town of Hillsboro (Segment 1-1; TransAction Project ID #323). As a resident of Hillsboro and daily commuter on the Route 9 and Route 7 roads, I observe and experience traffic conditions on these roads on a daily basis, whether it is sitting in my car during rush hour(s) or directly in front of my house on Charles Town Pike. Of critical need is funding for roundabouts on either end of Hillsboro to manage and slow traffic through town on Route 9. These roundabouts are needed for two principle reasons: 1) safety for pedestrians within town and, more importantly, near the elementary school; and 2) controlling congestion, especially at the Route 9/609/elementary school intersection.</p> <p>Slowing traffic is a paramount safety need in light of the existing elementary school at the intersection of Route 9/690. I have 3 kids attending the elementary school and wouldn't think of letting them walk ~1/4 mile to the school. It is far too dangerous. While existing funding will help address this problem via the addition of sidewalks, the traffic must also be controlled and slowed with the aid of roundabouts on either end of town. Given my house sits directly on Charles Town Pike in the middle of town I can attest to the fact that vehicles, including tractor trailers, routinely speed through town. It is unacceptable when tractor trailers are traveling at a rate so fast that they engage their air brakes in the middle of town to slow down; they should not be traveling at this rate of speed, but routinely do because Route 9 serves as a short-cut for commercial traffic compared to Route 7. Roundabouts are necessary to slow traffic as it enters town.</p> <p>Congestion at the Route 9/690/elementary school interchange must be corrected. While morning congestion is currently unacceptable due to school and commuting traffic, it will get worse with increased traffic on Route 690 due to the planned interchange at Route 7/690. While an interchange at Route 7/690 is needed, there will be a consequence and a need to manage the flow of traffic as it enters Route 9. A roundabout is a simple solution for slowing traffic and keeping it moving and should be prioritized.</p> <p>Please consider VA Route 9 Traffic Calming as a priority in NVTA's TransAction Plan.</p> <p>David MacDuffee</p> <p>Resident, Town of Hillsboro</p>	David MacDuffee
552	<p>Title: "No to the Tri-County Parkway" As a tax payer in Prince William County at this residence for 30+ years, I should have a say where my tax dollars are spent. No way to the park way. And as a voter, I will vote for the Democrat or Republican rep for PW County/state who supports "no way to the park way".Route this parkway some other way. Don't mess up this neighbor hood with this debacle called progress.</p>	The Foltz Family

553	<p>As a citizen of Aldie for the past 10 years I wanted to express my concerns about the transition area and specifically the widening of NorthStar Blvd. I am a mother of 7 children who moved into this area specifically for the more peaceful life style it provided to raise my children well.</p> <p>The Bi-County Parkway, #187 - the widening Northstar Blvd from Belmont Ridge Rd to Braddock Rd., would have a 6 lane highway adjacent to John Champe High School, Arcola Elementary, and the elementary school currently under construction next to Champe.</p> <p>This transition area has already been overly burdened with population and traffic, which to me, breaks the zoning requirements per home. Those of us who purchased homes in this area were under the impression the local government would support the transition area as a protected space and not add to the congestion.</p> <p>We are asking for our way of life to be protected! Forbid and the sake of our children we ask that this area be protected and this proposed 6 lane road please not be constructed.</p> <p>Thank you for your time and consideration of my requests.</p>	Joni Young
554	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Bonnie O'Day
555	<p>The traffic on all major roads in Loudoun County is now bumper to bumper during rush hour and for most of the day. Why do we want to bring more traffic into Loudoun County from Maryland? Where is the traffic that will be crossing the bridge go? A new bridge will be moving the beltway traffic to Loudoun County. we don't need a bridge to bring more traffic into the county. The State of Va can't built roads fast enough to handle the existing traffic. The Belmont Ridge Road is an engineers joke. Hundreds of existing homes, schools and shopping centers would have to be condemn and moved to bring that road up to Interstate quality notwithstanding that is being built "6 lanes wide" in some places. The Loudoun County Parkway is not "interstate road quality." Route 28 is already full of traffic.</p>	Howard Miller

556	<p>As a resident of Arlington who commutes by bicycle as well as using a bike to travel through the region, I offer my support for projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Aaron Manka
557	I am in full support of the Rt 9 / Hillsboro highway improvement plan and hope that it will move forward soon. As both a resident of the area directly effected, as well as a law enforcement officer that works this part of the county, I see the positive impact that the traffic circles could have on this area. From reduced congestion and commute times, to an improved quality of life, this would have an overall positive and immediate impact on issues related to Rt 9 and those that use it on a daily basis.	Jonathan Ressler
558	I am writing to express my strong opposition to the proposed Bi-county Connector. This project would have a very negative impact on western Prince William County where I live and expend road funds that can be much better used for other projects,	John Langknecht
559	The continuation of construction in Prince William County: Dear Sirs" Many of the residents who have purchased homes in the recent past have come from other counties that are extremely overrun with congestion. The one thing we like about our county is that we can enjoy our lives in uncongested areas. What you are proposing is the elimination of our way of life as we have envisioned it. You have only to look at the new construction on Linton Hall Rd. that goes into Gainesville. There have been so many traffic accidents since this overpass was built than ever before. As a hopefully permanent resident of this county, we would like to see our Historic places and monuments remain in place. Is it not bad enough that you are destroying the Rural Crescent? Need we see more destruction? You will lose your residents who have made so many positive contributions to other counties. Additionally, you will also see a lowering of the tax dollars needed to fund PW schools and other public services. As a resident and family we are not in favor of what you are proposing and would like to see this stopped. This is not progress but regression. Stop the Congestion!!!	Anna Maria De Nigris
560	NO BRIDGE!!!	

561	<p>Dear NVTA Committee Members:</p> <p>The Board of Directors of Hillsboro Charter Academy located on 37110 Charles Town Pike in Hillsboro, Virginia would like to strong urge you to move forward with Draft TransAction plan to identify transportation solutions. Our school is located along the highly congested corridor of route 9 in Western Loudoun County, part of segment 1-1 on the project list.</p> <p>Every day, 130 children are delivered to school by bus and by car along a congested road that does not allow for any pedestrian traffic. A lack of walkable sidewalks and thousands of motorists passing through at high speeds on their commutes from West Virginia to Eastern Loudoun and beyond, make school officials and parents nervous about the safety of those children. The TransAction plan calls for a traffic calming circle that would allow better flow of vehicles into our pick-up and drop-off area. The elimination of a traffic light, which contributes to a back-up of buses and cars attempting to enter our driveway, would ease the school functioning and improve the pass through capabilities of the commuters.</p> <p>Many of our scholars reside within a 5 mile radius of the school and a portion of those could walk or ride their bikes to school if a safe passage could be designed for them, decreasing the number of cars entering our property and enhancing Hillsboro as walkable community.</p> <p>These and other measures are all included in the traffic and congestion mitigation plan that Hillsboro has created. It should be initiated in a timely manner, combined with other planned improvements to the infrastructure. Doing so will have an enormous positive impact on the commercial interests, the school children and the families of the greater Hillsboro Area. Coordinating the projects will prove to be the most efficient and cost effective approach to enhancing the region. We strongly support moving forward with the plan this year.</p> <p>Respectfully yours, Rebecca Baldwin Fuller, President Hillsboro Charter Academy Board of Directors Cultivating a Love for Learning</p>	Rebecca B. Fuller
562	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Steve Richardson
563	<p>To Whom it May Concern:As a current resident of Prince William County, I am adamantly opposed to the Bi-County Parkway and development of the Rural Crescent. I understand the need for progress but we can find away to move forward that is more environmentally responsible and does not as require such a compromise in values for those of us who chose to live here based on part, on quality of life compared to Fairfax County and other more developed areas of NoVA.</p>	Mackenzie Caldwell

564	<p>During the past few weeks, I have attended two public meetings and have read hundreds of pages about various transportation issues in the Washington, DC region, with an emphasis on northern Virginia. Of particular concern is the possibility of another bridge across the Potomac River between the American Legion and Point of Rocks bridges. While several locations for such a bridge have been mentioned (east of Goose Creek but not crossing the Fairfax County line – WHY?), there seems to be a growing possibility of extending Route 28 (Sully Road) in Loudoun County across the Potomac, through a huge agricultural preserve in Montgomery County and connecting with some road or other in Maryland. Supporters of such a bridge allege that it will save lots of commuting time, remove congestion from other roads and serve as an additional route from Washington, DC in the event of some sort of disaster like 9/11.</p> <p>While the potential bridge is of major concern, my observations and research have resulted in an awareness of broader issues, which I will detail below:</p> <ol style="list-style-type: none"> 1. BEST PRACTICES: We in Washington, DC are very pleased with ourselves. We are highly educated, affluent and pride ourselves on having achieved excellence in sports teams, cultural offerings, educational facilities and anything else that contributes to our “regional social status”. How is it, then, that not one single word that I have heard or read cites a national or international authority on planning? All I have heard for several weeks is that solutions lie in more roads, wider roads, more interchanges, another bridge, etc., etc., etc. Why do we not seek out expertise from other regions and other countries? Where are the learned authorities for the solutions being advocated? Not a single person or a single study (other than your own surveys, either entirely bogus, or done by transportation planners) or a single book has been cited. How totally “class” of you!! 2. IF THE ONLY TOOL YOU HAVE IS A HAMMER, EVERY PROBLEM LOOKS LIKE A NAIL. During the course of attending meetings and reviewing background information, I noticed that there was a very narrow focus. While we speak only of road planning, what we’re really concerned with is overall quality of life, not just asphalt, gravel and money. While no disrespect is meant to professional road planners, I wondered repeatedly why NVT A doesn’t work with other planning groups to achieve solutions by means other than expenditures on roads. It seems to me that there should be a focus on urban planning as a whole, not just on traffic. I’m sure that the resulting benefits of collaboration with other planning disciplines would result in creative solutions other than continuing to pave things over (both literally and figuratively.) <p>(Why not consider staggered work schedules, especially in the federal sector, “work centers” where people can telework instead of commuting, teleworking from home, proactively planning to locate employment near residential centers and vice versa, working harder to improve and promote mass transit, improving bicycling lanes and trails so cycling can be used for serious transportation rather than weekend recreation?) Every time a new school is built in Loudoun County, there has to be a significant additional expenditure for student parking space. Very simply, why can’t they just take a bus, bike or walk? We decry the level of childhood obesity in the US and yet continue to display enabling behavior on the part of adults.</p> <ol style="list-style-type: none"> 3. ACTIVELY USING WHAT WE ALREADY KNOW. In 2003 Loudoun County commissioned a study to determine how to improve bicycling and pedestrian walkways within the county. It was a marvelous effort involving public meetings, a dedicated volunteer group that met regularly for several months and an excellent report of more than 100 pages that detailed findings and recommendations. Perhaps the best part of the project, however was the excellent consultant who was hired to guide the work. He was an internationally renowned 	June B. Lane
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planner and photographer who documented both with photographs and statistics the results of good road planning. He demonstrated that Virginia could spend far less than it now does on road extensions and move more traffic with fewer accidents. He shared examples of great success, both in the US and in other countries.

While some improvements have been made in cycling facilities in the county, trails are still not linked and obvious road choices for bike lanes are still dedicated only to vehicular traffic. It is still not possible to cycle for any significant distance without taking your life in your hands. There is no linkage for those living on the Potomac side of Route 7 to cross and get to the W&OD. The lovely report resides on the Internet if anybody cares to read it.

Meanwhile, we continue to work on roads, giving mostly lip service to mass transit, cycling, ride-sharing and other commonsense solutions that cost much, much less.

4. THE ELEPHANT . . . ER BRIDGE . . . IN THE ROOM. There is clear and growing documentation that both the construction of a new bridge, “surveys” supporting it and its location is the work of special interest groups who stand to benefit. There is not one shred of real evidence that a bridge anywhere across the river, especially via Route 28 would reduce traffic in the least! In fact, NVTA’s own numbers (the Alliance, not the Authority) show that there would be 100,000 additional vehicles a day moving through Loudoun County. These would not be commuters being given relief from sitting in traffic but rather new vehicles, many of which would be commercial, spilling into Routes 7, 28 and the Fairfax County Parkway. All those roads are overcrowded already and adding new travelers will only make the situation worse.

We have known for years that the majority of traffic in Loudoun moves north and south, not east and west. Also, NVTA’s own (admittedly very pretty) graphic “the circle with the lines that vary in thickness and color” shows less commuting between Maryland and Virginia than between Loudoun and Fairfax Counties and between Loudoun County and Washington, DC. There MUST be data somewhere that allowed that graphic to be generated. Please consider this a request to disclose what the data is and how, when and by whom it was obtained! The question was put to a member of the Loudoun Transportation Department staff and he admitted that he had no idea. Yet it’s being used to support the development of a multi-billion dollar project! Incredible!

And as to using a new bridge to evacuate people from DC in the event of some sort of disaster or attack, the idea would be laughable if it were not being spoken by those who allegedly have the best interests of the public in mind. The Loudoun County BOS said at a recent meeting that they had already “met with the White House” to discuss the use of a new bridge for emergency evacuation. Apparently, neither those officials nor the White House people were here in 2011 when the Pentagon was attacked. The city was in chaos. Many parking garages were locked down and cars were not allowed to leave. People walked for miles. The problem if there were a recurrence of that awful day would be getting people almost 30 miles north of the city to cross another bridge, not having enough bridges to cross. Much has been written in the intervening years about the almost total inability of DC and government officials to manage the chaos that day. Either there had been inadequate disaster planning or that planning had been badly done. Hopefully, careful note was made of lessons learned.

An AAA executive, testifying a few days ago before the Council of Governments, said that a new bridge would be helpful in case of another “Snowmageddon” like the one that shut the city down several winters ago. Missing from his testimony was any explanation of how the new bridge would be prevented from being covered with snow, not to mention the

	<p>roads leading up to it on both sides.</p> <p>Another bridge would cost a hideous amount that could be put to better use elsewhere – assistance to the poor, better schools, help for the increasing number of aging citizens in our midst. And isn't it likely that such a structure would be a toll bridge, would it not? How much would that cost? And how many actual commuters (as compared with commercial vehicles whose toll is being paid by other people) would be willing to pay for the privilege of its use. When I get near the Beltway and its ever-increasing number of toll booths, I EXIT!</p> <p>In short, another bridge will not solve any significant commuting problems. It would open the way for additional development in an already saturated area. Back to your drawing boards! To quote whomever it was who said it, "We're madder than hell and we're not going to take it!"</p>	
565	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Richard Stamper II
566	<p>Remove Project ID 24 Outer Potomac River Bridge</p> <p>First, I truly believe in the message below. Before I close out with the message that I hope many others are sending to you, I have a few specific words to say. I have studied many of the parameters that are part of this "project". Among the things I have found are the following: The people who are part of local government (on both sides of the river) who are supporting the bridge that will destroy Broad Run Farms are all safely out of the path of the construction that will follow. Their homes and neighborhoods will not be affected. They can pat themselves on the back and say far and wide that this will be a good thing for the communities of both sides of the river - when they know it is a lie! The people who seem to have the most say in where the bridge will go are the people who will profit by it; the ones who own land rights; the people who want to take advantage of freight shipments; the people who do not care what will happen to the families who will be displaced as long as they get their way. This bridge will not relieve traffic, but in fact it will increase traffic by inducing more development, particularly from Maryland. The families who will be displaced and the communities who will be overwhelmed are not a problem with those who want to have their way, even if it is unneeded. None of the actual traffic studies done so far have indicated that it will remove significant trips from the American Legion Bridge. This poor bridge could do the job if it were upgraded to meet the task. The fact that, in order to get the "bridge to the West" the powers that be are willing to delay upgrades to this bridge that are sorely needed indicates that politics and greedy wishes seem to rule the day. The project will sap resources from the needed projects on your list, and will in fact reverse the positive effects of many of them. Please remove it before we waste any more time and resources on this boondoggle. Let the public see the initial scoring of project 24 that you have already done, and let us see traffic modeling of the other draft plan projects without this project included. Do this before you approve your project list in October. Then let us all move on to projects in your plan that can really help. This is something that, if allowed to proceed will destroy communities and families on both sides of the river, just to satisfy the ego-driven few who want their names to be associated with a "big project, or want their pockets lined now and in the future - and damn the consequences. Please, for once, let your brain take over from your greed and/or your ego and do what is right. We don't see too much of that these days and your move back to reality will be noticed and approved by the communities who are in risk of vanishing.</p>	Edward Lane

567	Please don't build a bridge. It will only encourage new development on both sides of the river and damage what little natural resources we have left. Stop development of houses and businesses. We have enough!	
568	I am completely against including the Bi-County Parkway as part of this plan. Prince William has taken it off its Comp Plan. Section #187 would place a 6 lane highway adjacent to 3 schools: John Champe HS, Arcola Elementary and the new elementary school under construction next to John Champe. North Star Blvd has become a local road - heavily travelled by those going to school, the local neighborhoods, the local shopping centers, hospital, and local businesses.	Cheryl Hutchison
569	What Greg Gorham said - goes ditto for me.	George C. Edwards
570	<p>As a resident of Prince William County, I would like for you all to reevaluate the plans that you have for this project. I would hate to see a permanent change in the Manassas Battlefield Park. It is a subject that we talk about in our classroom and the students take pride in knowing that there is a historical location right in their back door.</p> <p>I also understand that traffic will increase along with more residential development. Our schools are overcrowded and therefore leading to larger classrooms. We also do not need any more trucks in this area creating pollution and once again higher traffic causing gridlock of trying to get to the expressway.</p> <p>I hope you all, real estate developers, will find another area to create your project.</p> <p>Thank you</p>	Pamela Rollins
571	<p>NVTA: You should not do Marty Nohe, Corey Stewart, and PW County residential developers' dirty work, imposing on PW taxpayers and residents more tax-negative development that also massively overcrowds PW schools and roads. If you already understand this and what's going on with Marty, Corey, and all their developer cronies, and the mega-dollars Marty and Corey receive therefrom, and yet you still don't care, you're as bad as they are. (See vpap.org) If you don't know this, then you should stay out of issues about which you're ignorant and in which you can cause major damage. At any rate, if you go forward with yet another attempt to shove the Bi-County Parkway down our throats against our will, we will relentlessly oppose you in any way we can. We will keep the thousands of people with whom we're regularly in contact on PW county issues informed of your corrupt scheming -- and how it benefits only you and a handful of your cronies, and keeps them indirectly subsidized by county taxpayers. We are not the dumping ground for harmful residential development that you don't want for yourselves, which is exactly what the main effect of BCP will be, besides ruining Bull Run Battlefield and the surrounding Rural Crescent. If relatively low-cost, tax negative residential development is so wonderful, keep it in your own counties; or better yet -- Marty are you listening -- build it literally next door to and surrounding your own houses. Ralph & Kathy Stephenson Prince William Citizens for Balanced Growth P.S. Thanks for giving us only a two-day turnaround for comment. That really raises the question of how serious you are about public input, rather than just railroading thru good 'ol boy insider deals with residential developers.</p>	Ralph Stephenson
572	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Kimberly Longwell

573	<p>I am writing to you to address the following proposed projects:</p> <ol style="list-style-type: none"> 1. CTP #21 Lenah Rd Loop 2. CTP #20 Widen Rt 50 from Fairfax County line to Northstar 3. CTP#95 Va Te. 659-Braddock Road 4. CTP #96 Northstar @ Braddock <p>These issues have been being pushed now for several years. It seems that the only people benefiting from this improvements are the developers that have purchase land along these routes to build more houses. To make Northstar 6 lanes to Braddock Road is ridiculous. There are several schools ...New Schools on that road!!! It seems that this is also in place to further try to change the density of the Transition area!! Once the roads are in Place the re zoning will be next...SAY NO TO THIS!!!!</p>	Blase Berner
574	<p>Please do not consider this parkway. It only meets the needs of Loudoun County, and has few if any benefits for the taxpayers in our county. This parkway is for Loudoun County greed and not Prince William County need.</p> <p>Ralph Thode</p> <p>Current 17 year resident</p> <p>Grew up in our county and attended high school here.</p>	Ralph Thode
575	<p>Good Town Hall presentation in Leesburg on Wednesday 7/19. I would suggest 4 element for consideration:1. On the benefit rankings, note in the text that the performance rankings on page 10 are NOT based on price. Other indices are on a cost per variable basis, and the rankings do not seem to favor Loudoun Co.. with over 90 projects, only 3 of the 28 segments in Loudoun are in the top 12.2. Grouping projects by corridors good but should be a reference to overall map in the list.3. Consider a model run without the MD/DC project for the sensitivity of network. I expect that the American Legion bridge and Rte 15 links would suffer significantly without the HOV and Outer Potomac crossing. The costs may but high but planning for regional corridors is critical. As a commuter to MD and PA through Leesburg and 495, the uncertainty of travel across the river is a regional failure (I support projects 24, 67, 69, 338). As stated at the Town Hall, the Loudoun CTP includes the Outer river crossing, but I don't know who would 'sponsor' the project in future 6 year plans.4. spell Loudoun correctly for project 10 "East Loudoun Park and Ride"</p>	Douglas R. Kennedy
576	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Chuck MacLane

577	<p>With regard to the proposed Euclid Avenue Extension (Option 9), The route through Yorkshire Acres places it close to Bull Run, a major source of water for the area. Construction will impact the watershed and operation as a 4-lane road will incur risks for spills, and road salt pollution.</p> <p>In addition, traffic from the proposed extension will need to access Rt28 likely resulting in another traffic stoplight, possibly impacting any benefits gained by widening Rt28.</p> <p>Best Wishes on your efforts to improve traffic.</p> <p>Mark Miller</p>	Mark Miller
578	<p>Against Project ID 24This Outer Potomac River Crossing will not reduce congestion. If you look at your own origin-destination graphic, you will see that it will actually increase congestion, particularly in the Eastern Loudoun/Western Fairfax area. Most Loudoun-originated trips are local or go to the east destined for Fairfax, DC or Arlington. Most Montgomery-originated trips are destined for Fairfax and Arlington. The very narrow orange and pink colored lines between Loudoun and Montgomery can barely be seen. The vast majority of trips using the proposed new bridge will be induced traffic, because a new crossing in Loudoun will be a goldmine for developers, in addition to providing an Outer Beltway to out-of-region travelers and freight haulers seeking a north-south alternative to I-495. It will bring traffic on Rt 28 and Rt 7 to a standstill and make traffic throughout the area impenetrable over time, negatively affecting everyone's commute. From Falls Church to Leesburg and from Potomac Falls to Manassas, the major arteries of Eastern Loudoun and Western Fairfax during rush hours will become like I-495 today and it will mostly be pass-through traffic, not originating or destined for Loudoun, or even perhaps anywhere in the immediate commuter region. It will not be limited to those roads, either. In rush hour traffic, drivers seeking alternative routes will be cutting through neighborhoods and further clogging minor roads, defeating the positive impacts of other traffic congestion relief projects aimed at helping residents. Please run your traffic models again using all the projects EXCEPT the bridge (Project ID 24), and release that information to the public. The 3 heat maps and the numbers in the chart you show are current scenario, do nothing in the future, and build everything. In your own words, the "build everything" scenario is completely unrealistic. Just as unlikely is the "no build" scenario. Does the bridge itself reduce traffic or contribute to it? Congestion Reduction Should Not Be the Overwhelming Criterion Using "congestion reduction" as the overwhelming criterion is a road-building paradigm that pretty much guarantees a highway building solution will win over any other. What about vehicle miles traveled per capita as a criterion? That would force more of a demand management approach and achieve more balance in solutions. What you are doing rewards people who live far away from where they work and drive cars, whereas it punishes those who wisely choose to live closer and/or use alternatives. That makes no sense in today's world, and even less sense for the future. Wider Highways Become Barriers for Residents and Businesses The "wider highways and more bridges" way of thinking guarantees that "by-passers" get priority over locals. Businesses lose customers because they are no longer easily accessible from main routes. Communities and small towns become "inner cities" ringed by highways of idling cars. Drivers only get off in a desperate effort to cut through neighborhoods in search of a way out of the gridlock. Road widening at some point becomes barrier building, separating communities, trapping people in decaying areas and killing small businesses. Environmental Quality Index Should Be a Larger Factor There should be a threshold for environmental quality and associated impacts on the local area that cannot be exceeded no matter how attractive the project looks. Any project exceeding that should be automatically dropped. Against Project ID 24 and NVTA Lack of Transparency The initial scores of ALL these projects should be released to the public now. In order for the public to provide input to this list, we should have the same data you</p>	Barbara Wayne

have. Right now we apparently do not, since it is clear to even the most casual outsider that Project ID 24 is a traffic generator rather than a traffic reducer.

Overall Lack of Transparency with this Process

Whenever any jurisdiction applies for funding for any project on the list, all data about that project from all jurisdictions and boards, and their contractors, should be made available to the public. This should include all data that was used in the past to justify its inclusion on any list, as well as all data going forward in its evaluation, analysis and implementation. This data should be released with ample time for the public to review it prior to any action being taken related to the project. Of course, public input should then be allowed.

Against Project ID 24

The argument that the new crossing between Point of Rocks and the American Legion bridge is needed to aid in the evacuation of DC in a disaster is ludicrous. The proposed alignments are 30 miles outside of DC, so if drivers find a way to get that far, they are evacuated. And recently, the Ashburn area has become home to a large number of the Metro region's massive darkened data centers and server farms, and has long been the site of a major FAA installation. Eastern Loudoun has become as significant, if not quite as symbolic, a target as DC. Those planning for evacuations of DC should probably be looking toward any other direction, otherwise they risk running people straight into the next Ground Zero. In any case, it's a ridiculous argument to justify building a north-south bridge in Loudoun.

Against Project ID 24 – Studies

• **Why not just study it?** A. Because it has been studied time and again, and it has never proven to solve anything for residents (only for developers and others who reap financial gains from poor land-use planning). For example, a 2015 VDOT Origin-Destination study, which states in its introduction that its intent was to identify problems, not solutions, found such miniscule contribution for Loudoun to Montgomery (and reverse) commuters that it had to aggregate them with other counties/areas to amount to 5% of Legion Bridge traffic so they even could be included on the chart. This study debunked the U-shaped commute as the "story problem" we were being told at the time about the need for a bridge. Yet, the very last statement on the presentation is: "Does not eliminate the benefits of a future 'outer' crossing to address the needs for interconnectivity /crossing the Potomac River". How did this statement get into the presentation for this study? It is completely incongruous with the study purpose, scope and especially with its results, and yet someone had it put in there as the "final word."

• **This bridge project has always been a solution searching desperately for a problem. Why are we wasting current and future resources to do this again?** B. Because it is certain that the studies associated with the project, this time, will be biased. In fact, the analyses that are already being planned as I write this are not about whether to do it, but how and where. Let's review just a few of the many public comments heard recently. Your Co-chair Randall in front of a Loudoun audience at a public meeting: "If we find any environmental impacts, we will just mitigate them" – no problem. The analysis has not started yet. But, it will likely take significant public outcry just to have the impacts we already know about included. Some are quite significant for the region.

Other County Supervisors, during the same public meeting where a 9-0 vote on a surprise motion directed that the project be put on the County Plan without any public input:

"This is the greater good on steroids."

"People will have to be sacrificed."

"This is leadership."

"Unfortunately, there are homeowners in the way". Go online and watch them callously pat themselves on the back for sneaking something past their voters. They were so proud!

Clearly, Loudoun County staff has a mandate from the developer-backed county Board to make a case for this. It is rare that, as a county staff department, you work on something backed by every single politician on the Board. Communication on this project already shows that the County transportation department, which has been charged with doing the analyses and applying to you and others for funds for the project, have been instructed in the outcome of their work and are fully clear that they are to put this project on the new county plan and to only tell one side of the story. Read the 6/29/17 motion if you doubt this.

What is the NVA Authority going to do once the studies are done? Will you question the analyses or listen seriously to any public input with respect to its accuracy? Of

	<p>course not. Your role is to apply your prioritization scheme and then to contribute funding. You are the body who decided to so heavily weigh some innocuous, murky term called "congestion relief" as your primary driving factor so you could justify road-widening and bridge-building projects. You are the body who has not released your initial assessment of this project to the public. You forced it onto the list. And you have become part of the team that is forcing it down our throats. Against Project ID 24 and In Favor of Local Transportation Projects Why should you, the NVA Authority, support local projects, not just regional ones? Because most trips taken by Northern Virginians are LOCAL! Your own chart shows it. If you really want to respond to the needs of the people, you will seek to reduce cut-through (bypass) vehicle traffic and its impact on those local trips. Project 24 does just the opposite. I believe your own data already shows that. Please use that data and get this expensive boondoggle for developers off the list.</p>	
579	<p>Once again the government is considering spending a lot of money to build yet another bridge that doesn't solve any problems. It seems to me you are considering spending taxpayer money on a bridge just because the Dulles Airport and the surrounding businesses see more dollars for them if you spend the money. It doesn't appear to reduce traffic on the American Legion Bridge which is how you are justifying it.</p> <p>This is right up the same alley as having the government build a stadium for a team to their specifications just so they can make more money. I don't agree with that use of taxpayer money any more than I see spending it on this.</p> <p>We already have a second bridge across the Potomac via Route 15. For some reason Virginia doesn't like or want to invest in improving that because it doesn't fit into Dulles Airports plans for a transportation hub for Maryland. Sorry Dulles, get over it.</p>	Timothy Tracy
580	<p>Hillsboro, VA is funded to tackle the work that will address the water and downtown road needs. This work will significantly disrupt the traffic through town. It makes sense to tackle the traffic calming / roundabouts at the same time. With the quantity of traffic that rolls through town each day please consider minimizing the amount of time spent on construction / disrupting traffic by funding the roundabout work so it can be done at the same time as the water and downtown work! Thanks! Andy Forbes</p>	Andy Forbes
581	<p>I'm concerned about the traffic project #187 will bring to the area, particularly where school age children are present. I would like this to not move forward and hereby vote against it.</p>	Scott
582	<p>Hillsboro has been our home for 25 years. We Live in the peach Victorian right in the center Of route 9 Charlestown pike. Hillsboro , our dream of a small caring community Filled with the wonder of ideals and spirit. The problem that has impacted us for all of The years we have lived here is the fast Traffic on route nine... many many time a Neighbor must wait a long time to safely cross Our road. It is frightening to us to get our children to Cross to visit friends. Please fund this east round About to make our community a safer. Place to live. Laney k Oxman</p>	Laney k oxman

583	<p>Bringing additional traffic from a bridge crossing the Potomac onto 28 and 7 will be a disaster for eastern and western loudoun overburdening the road systems and loudoun residents. It will not reduce or improve traffic except for the few U shaped commutes and will replace them with X shaped commutes from commuters using the bridge from both Md and Va to cross the Potomac headed to destinations beyond Montgomery and Loudoun and cut through traffic not ever stopping in Loudoun! It will not help National Security or Evacuation but simply create a parking bridge between already packed roads. It will also endanger the environment, water quality and our way of live in so many ways and is not worth the massive price monetarily or otherwise. It is also too close in proximity to the regions major water supply pickups and could result in them being rendered useless for supplying the regions water.</p>	D Brown
584	<p>Please find road projects together... Some of the cost could be shared... More importantly it would be ONE disruption of traffic rather than two..</p>	Pamela Carlson
585	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <p>No new Potomac River Bridge please. Please?! It will only make traffic worse and irreparably alter the landscape of this part of the DC region.</p>	Jill Nolton
586	<p>As a resident of the community of Broad Run Farms, north of the interchange of Route 7 and Route 28, I strongly oppose TransAction Project ID 24, a Potomac River crossing between Route 28 in Virginia and Interstate 270 in Maryland. The Bridge Crossing Would Not Ease Traffic Congestion Construction of a new, massive highway and accompanying bridge in this area of Eastern Loudoun would be disastrous for many tens of thousands of residents of Loudoun County - not just those whose homes would either be condemned through eminent domain or become nearly worthless because of proximity to this mega-project. A new crossing would not achieve its stated objective of easing traffic congestion in the metropolitan D.C. area. Instead it is more likely to make the congestion problem even worse, and create or exacerbate a host of other detrimental consequences. Instead of improving traffic congestion, a bridge through Eastern Loudoun would pour traffic onto an already massively congested Route 28 as well as Route 7, the Dulles Toll Road and Greenway, and Route 66. The enormous cost of a new bridge would bleed billions of dollars worth of resources that could otherwise fund more realistic, practical, and affordable projects to improve the quality of life for all Loudoun residents. The Bridge Crossing Would Divert Resources from Essential Improvements There are far more pressing needs for transportation improvements that would make an immediate and permanent difference for Virginia residents, many of which are already included in the TransAction Plan Project List. Instead of a new Potomac River crossing, projects worth pursuing should:• ease east-west commuter traffic on Route 7, Waxpool Road, Route 66, VA 267 and the Dulles Toll Road;• support and contribute to dedicated funding for the Washington Metro;• open greater access to present and future Metro stations, especially those in Loudoun County;• improve bus transit services throughout the county;• encourage the development of biking and walking networks to popular destinations. The Bridge Crossing is Not a Realistic D.C. Evacuation Solution Arguments that public safety or weather emergencies demand an evacuation route from the District of Columbia fall apart when reliance on a new bridge would entail moving tens of thousands of people 30 miles west through already impassable routes in order to cross the Potomac River. The Bridge Crossing Would Destroy the Character of Eastern Loudoun A bridge crossing would tear apart the local communities north of Route 7 to make way for • cut-through • traffic to and from Maryland and Northern Virginia. Local businesses would be decimated or eliminated, and environmental impacts would be ruinous. The EPA Superfund site on the edge of Broad Run Farms now undergoing a long-term remediation project would be threatened, creating a risk of contamination to the</p>	John LoGalbo

	<p>Fairfax County's drinking water intake a short distance downriver of the site. The only plausible explanation for urgently planning for a bridge sometime in the far distant future - given Maryland's history of opposition - is the motivation to reward developers with opportunities to vastly increase housing development, saddling taxpayers with the inevitable costs for schools, public safety, local infrastructure, and all the other needs that accompany increased population density in Eastern Loudoun. It would drastically change the characteristics of these communities for the worse, while accomplishing nothing to achieve its stated purposes. More Information Should Be Made Available to the Public Before Taking Any Further Steps Forward</p> <p>My understanding is that the traffic impact of proceeding with all, or alternatively, none of the projects has been modeled, but the impact of Project ID 24 has not been separately identified. For a project of this magnitude, its unique impact should be the subject of study, and the results should be publicly disclosed immediately. The initial score of Project ID 24, along with all of the other projects, should also be publicly disclosed. Similarly, all negative environmental, business, residential, public safety, and other quality of life impacts should be clearly understood and explained to the public, and ultimately, data from jurisdictions and private parties with specific interests in the project should be disclosed, in the event a request for funding of any of the listed projects is made.</p>	
587	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <p>There is little benefit for citizens with additional north-south capacity. Most people commute east- west and there is more capacity needed.</p> <p>Also, please recall that developers are building along corridors and there would be much more residential developments with no outlet for the additional daily trips to work places east.</p> <p>Let's fix our east west corridors instead!</p>	Wolfgang Gruen
588	<p>The passage now called Rt. 9 has always been a key part of Hillsboro. With the growth out out-lying commuter communities in Western Loudoun and West Virginia, the near constant stream of traffic has come to dominate life here with increasingly negative effects. This has been exacerbated by the benign neglect of this growing problem by various governmental entities in the past. This town has borne the burden of the convenience of others (predominantly out of state commuters) for a very long time and we deserves some relief.</p> <p>I urge that this design solution, worked out over years of study and discussion, be implemented in its entirety. I also urge that pressure be brought to bear on VDOT planners to understand the devastating effect that the proposed Rt. 690 interchange project may have on our traffic calming project unless commitment is made to integrate both. A through truck ban on Rt. 690 is one way to protect the positive gains offered by the Hillsboro Traffic-Calming Plan. A regional view must be taken at the planning stage--these projects must not and can not exist in a vacuum.</p>	David A. Lenk
589	<p>As a Hillsboro resident, we need the eastern roundabout on Route 9 funded. Since other road projects are about to happen, it is important that this happens at the same time to avoid unnecessary construction in the future. It will also save millions of dollars.</p>	Eli Olmstead
590	<p>As a resident of Hillsboro, I would like to ask the NVTa to complete the eastern roundabout on Route 9. Completing this project now avoids the duplication of unnecessary road work and the waste of public funds in the future. We need to reduce acute congestion and improve safety on Route 9, and prevent the negative impact prolonged and redundant construction will have on our town.</p>	Grace Olmstead

591	<p>My husband and I are writing to ask that you please reconsider the approval of the Bi-County Parkway as it is currently designed. We are fearful that this particular road will forever endanger the last purely rural residential area in Prince William County.</p> <p>We moved to this part of Prince William County about 40 years ago, seeking some calm and quiet area that was not clogged with houses, businesses and high speed and high traffic roads. We believed our Supervisors when they promised us the Rural Crescent but slowly over the years, it has been eroded as one development after another has been granted waivers.</p> <p>Please consider the damage that this road will do and how very little those that you are planning to destroy will benefit from the road. In the past few years, we have seen how little Loudon County cares for what the residents of Prince William want or need. Sanders Lane has experienced huge increases in dump truck traffic as they developed the new subdivisions in Loudon. When we asked our Supervisor to help limit the number of trucks and better patrol the reckless driving and excessive speeds of these trucks, he approached their Supervisors and Loudon refused to consider helping. Now we are preparing to help this "neighbor" who has already proved to be a very bad neighbor already. We have noticed that the new Parkway seems to skirt all of their new subdivisions, so the impact on their citizens seems to be minimal.</p> <p>Surely there is another option and more review is needed to preserve what little is left of our Rural Crescent. Please consider those of us who moved here or who have lived in this area for their entire lives hoping to remain in the relative quiet of our rural enclave.</p>	Pamela and John Westcott
592	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike, and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway--northern and southern bridges and Bi-County Parkway.</p> <p>And I'd like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle, and pedestrian investments.</p> <p>Thank you</p>	Barbara Grant

593	<p>I work in Loudoun County, and have several comments:</p> <p>Project 11 West Loudoun Gateway Park-and-ride: These would be helpful, and should be located as far toward the edges of the County as possible.</p> <p>Project 164 (Purcellville North Collector Rd.) is not necessary; paving the remaining 1.25 miles of Rt 711 between Rt. 287 and Rt. 611 would be sufficient.</p> <p>Project 167 Widen Rt 7 and interchange at White Gate: Widening Eastbound should be #1 priority, interchange would also greatly improve safety in an area with many accidents.</p> <p>Project 12 Leesburg-Alexandria VA-7 trail - this project should be removed- the W&OD trail already does this, and is no more than 3 miles from Rt. 7 at any point, mostly closer.</p> <p>Project 130: This is a critical need, along with Project 93, Project 190, and Project 192 are critical to unlocking this major interstate commuter corridor.</p> <p>Project 190 Widen Rt. 15 North of Leesburg: Widening should extend North past Whites Ferry Rd/Raspberry Falls, as currently being studied/proposed.</p> <p>Project 24 Potomac River crossing is a definite priority- would bring significant relief to Rt. 15, Rt. 7, I-270, and American Legion Bridge</p>	Daniel Davies
594	<p>I am in support of the traffic calming measures proposed for Route 9 in Hillsboro, VA.</p> <p>Thank you.</p>	Jane Willis
595	<p>I favor projects that facilitate walking, biking and public transit. Building more roads to enable more cars is bad for the environment, and is fundamentally the path to more congestion and degraded quality of life.</p>	Tim Stevens
596	<p>I agree that road conditions need to be improved but I am against the Bi-County Parkway being built. The route last proposed about a year or two ago does not improve traffic conditions because drivers can currently use Pageland Lane and Sanders Lane to travel North/South to/from Loudoun County. If you really want to improve traffic conditions, you need to keep existing roads open and build new ones. By having the new road run parallel to Pageland Lane and then cut West to merge with the existing Sanders Lane, even if you are adding one additional lane, you are not going to get improved efficiency as bottlenecks are the cause of congestions. If a new road must be built, Sanders Lane should be kept as is and the new road should connect to Route 50 via a different proposed junction. This would improve traffic as this offers drivers options. However, instead of spending all that money to build the new road and devastate numerous homeowners, a lot less can be spent on building round-a-bouts at 234/Sanders Lane, 234/Pageland Lane, and 234/Gum Spring Road to achieve traffic improvements, as those are the current places where bottlenecks currently occur. I should know as I commute through these junctions everyday.</p> <p>Also, if you must force a new road onto homeowners, homeowners within a one mile direction to the East and West of the new road should be offered buy-outs of their homes equal to or greater than the real estate value which their properties are assessed at by the county. If the county cannot take on this financial burden, why shouldn't the corporations most benefited by this road help the county with this? When existing homeowners moved into their homes, this newly proposed road and all the noise and negative effects from it were not there. It is only just, and probably easier to get public approval, that you valued homeowners' interests with fair compensation. As the economy has improved greatly, the county can always re-sell these bought-out homes to new homeowners who "are" willing to deal with the noise and negative effects associated with this new road. At the end of the day, I think we all want to see our county improve. However, just forcing something onto tax paying citizens and not caring about how the change impacts them and not giving them viable options to leave if they want to is unacceptable.</p> <p>Thank you for your time.</p>	K.C.

597	We are opposed to the Euclid Extension/Expansion plan for alleviating traffic on route 28. This directly impacts the neighborhood in many ways: no sidewalks, flooding, poor existing infrastructure, overcrowding on streets incapable of handling the traffic, already cut throughs on Maplewood from 28 through Rugby/Chestnut to 28 from new townhouse development, impact on residents who reside there and can't afford to move, older neighborhoods with "charm" shouldn't be subject to right of ways because there may be a community who is not aware.	Barbara Rohr and Kenn Herrington
598	My name is Suzan and I moved to Hillsboro a little bit over a year ago when I was 16. My family's house is right on Charles Town Pike, with very little room between the front porch and Route 9. The house is right after the little hill in town, past the crosswalk. Over the year and a half of living in town, it is hard not to notice the way that most cars- small cars to semi-trucks- fail to respect the 25 MPH speed limit. As a citizen of the town, I fear my personal safety in just walking along side of the road. Cars drive by so fast, seemingly without care for who might be on the side of the road. There are multiple families with small children living in town and families with pets. Personally, I work in town with a lot of families as a baby-sitter and it is very scary to have to cross the street, with only one safety precaution- the crosswalk and the top of the hill, and with the cars going fast, it is very easy for them to completely miss the cross walk. I also work at the town's gorgeous bed and breakfast- Fieldstone Farm and am very afraid of walking the 3 minutes to get there. Exiting our driveway is also scary as there is very little visibility and the cars going fast inhibit it even more. I love the town of Hillsboro with it's history and pure charm and would only like to see the possible changes and implementations of safety measures put in- the side walks and the traffic calming plan. It would be appreciated if you took into concern these comments and pass the planned projects.	Suzan Moskal
599	It is called the Rural Crescent for a reason. It is intended to preserve and protect Prince William County's rural heritage. The people who live in the Rural Crescent chose to live here because they value a rural lifestyle. The Bicounty Parkway will rip the fabric of our rural heritage into pieces. Traffic flows east / west along I-66. That is where highway investments are needed. Prince William County doesn't need to become home to a de facto outer beltway. Keep the Rural Crescent rural!	David Peterson
600	Six years ago we moved to Hillsboro, va. It is a perfect little town except for the excessive traffic. 15000guests roll through our town each day. Few obey the speed limit. They block us from getting out of our driveways and yell at us when we walk n town. Please give au all the funding and proceed with the road and water projects. Regards	Laurie Allison
601	Please fund the Hillsboro traffic calming project. Our children commute to school on Rt 9 every day. What should take only minutes can take up to half an hour to go only 5 miles on a 50 mile per hour road. My husband has to leave extremely early to make it to work on time. Further, our school needs this for entry and exit and walkers.	Gwen Wilf
602	The Hillsboro traffic calming project is critical for commuters and locals. Please fully fund it so that Rt 9 is disrupted only once and the traffic light can be removed.	David Wilf

603	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. _____Dear NVTA Board,I am requesting that you remove Project ID 24 Outer Potomac River Bridge. Every study done on such a crossing shows that it will not relieve congestion, on the contrary, it will increase traffic on our already unbearable roadways, especially east/west. If you build that bridge the developers who have your ear will swoop in and build more sprawl, leading to more crawl. They cash in and we, the citizens of NOVA pay the price with reduced quality of life. There is a reason the developers pushing this bridge are quoting 'experts' from the 1950s and 1960s; they cannot find anyone in 2017 who will buy into the idea that more roads, more bridges are the answer to our transportation issues. The money for this bridge is better spent on Metro and Marc train depots. W need to live where we work and when we can't we need to have good public transport to take cars off the roads. Loudoun county has the poorest public transport system in the region, spend our dollars wisely, fix something that is truly broken. No new Potomac bridge.thank you,~DDiana Bendit</p>	Diana Bendit
604	<p>We came upon Hillsboro over 15 years ago as we discovered Western Loudoun. The charm of this part of the state completely won us over. When it came time for us to move from Centreville, we immediately searched in Western Loudoun for a "new" home. What we found was a home that was built before the United States of America itself.</p> <p>With complete knowledge of being on a major access road, we did not hesitate one second in choosing to live in Hillsboro. After more than a year, we have no intention of moving as we are completely u der the charm of Western Loudoun (as is everyone elsewho lives in Hillsboro).</p> <p>I am writing to express a very simple request: that the important history of the town be recognized and protected by a traffic calming project that has been very thoughtfully studied and presented. At the heart of the project is a very simple idea that seems to be enforced in essentially every city in the state: the speed limit. I would estimate that 1 out of 250 cars (I understand that roughly 20,000 cars drive through Hillsboro per day) respect the speed limit. In addition to the real physical danger that the excess speed presents, the noise pollution and vibrations present an undeniable nuisance to people living in town and to everyone that visits the region.</p> <p>We hope that we can have your support in making the traffic calming project a reality. Western Loudoun is an important region not only for Virginians but also for everyone that is interested in the history of our country. We hope to play an important role in maintaining its charms and we solicit your help in doing so.</p> <p>Sincerely, Stephen Moska</p>	Stephen Moskal

605	<p>Good day TransAction Planning Committee,</p> <p>I find it puzzling that after the Bi-county Parkway was removed from the Comprehensive Plan, this must be revisited again. The Rural Crescent designation should remain so for the sole reason that it is the last bit of undeveloped (with regard to the duplex and condo race-to-erect standards we are currently seeing) space in PW County. I understand the desire to add an additional thoroughfare to supposedly ease congestion and facilitate flow but this should be addressed through the expansion of Route15 or Gum Spring Road. In actuality, the number of building permits should be reduced or limited, rather than resting on the circular logic of building homes then claiming these residents will have no reasonable way of commuting. Delegate Tim Hugo and Supervisor Pete Candland have been pretty vocal in their opposition, duly relaying the sentiments of the residents affected by this prospect. Further, the specter of unrestricted rezoning and development, not to mention the inevitable drop in property values, is an unacceptable outcome for those who value the bucolic qualities of the area, which is why we choose to live here. I respectfully request that you evaluate the expansion of existing thoroughfares rather than create a catastrophic change to one of the last pastoral areas in the County. Thank you.</p>	Nils Buhl
606	<p>NO BI-COUNTY PARKWAY!!!</p> <p>PRESERVE RURAL CRESCENT!!!</p>	Laura
607	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Nina blagrove
608	<p>Opposed to Project ID 24</p> <p>An Outer Potomac River Crossing threatens to increase congestion by bringing additional traffic issues to Eastern Loudoun. Previous studies have shown that the vast majority of Loudoun County residents work in VA and DC. Please run your traffic models again using all projects except the bridge (Project ID 24) and release that information to the public.</p> <p>Alternative Transit Options</p> <p>Many new communities in Northern Virginia focus on creating work/live/play communities and reducing vehicle miles driven by offering walk-able communities near public transportation. An outer beltway rewards those who choose to drive greater distances. Use our finite resources to focus on creating and enhancing work/live/play communities and focusing on public transportation.</p> <p>Environmental Considerations</p> <p>A new bridge in Eastern Loudoun could threaten major drinking water sources and negatively impact the air quality and increase pollution due to additional pass-through traffic.</p> <p>Thank you,</p> <p>Leslie Emery</p>	Leslie Emery

609	<p>I am very much against building the Bi-county parkway through Prince William county. I moved to this area six years ago to escape to the country and enjoy the rural crescent as it is. Putting a major highway through the middle of this community would just destroy it.</p> <p>In addition, I work in Sterling. My route to work goes north to Ashburn, using one of the various existing roads, The east on Waxpool road. It a distance of about 15 miles taking about 30 minutes on average. The important part is that half of that time is spent in the final 3 miles on the portion that goes east. I don't need an alternate route north. I need better options going east, as does everyone else in that backup.</p> <p>Please consider giving ways to improve the east west traffic a much higher priority than the north south.</p>	John Snow
610	<p>I write on behalf of the Greater McLean Chamber of Commerce to transmit its comments in regards to the draft TransAction 2040 Plan. The Chamber represents nearly three hundred member businesses, and thousands of employees, in the McLean Planning District of Fairfax County, including the McLean Community Business Center and the preponderance of the Tysons Urban Center. Northern Virginia's second-largest community-based chamber of commerce, the Greater McLean Chamber has sought to promote the economic and civic interests of the Greater McLean community since 1955. The Greater McLean Chamber appreciates the work of the Northern Virginia Transportation Authority and the opportunity to comment. Our views will be focused on proposed projects within our community. In general, the Chamber supports those projects proposed in our area for the following Corridor sections: 1-3; 1-4; 6-3; and 7-1. We particularly support: the widening of VA 7 from 123 to I 495 and from I 495 to Falls Church City; express bus service to Montgomery County; and extension of HOT lanes over the American Legion Bridge to I 270. One project that should be added is: Construct additional I 495 crossing of Potomac River. The insufficient capacity of the American Legion Bridge and the Maryland approaches demands regional action and attention. A dependable crossing point is crucial for the regional economy. Several TransAction projects require improvements to the American Legion Bridge crossing site. While we support the project, currently in the CLRP, to widen the Dulles Airport Access Road as part of I-495 interchange improvements, we oppose the following project: Widen Dulles Airport Access Road from Dulles Airport to VA 123 (1-3; 38; 212). Given the scarcity of funds and the lack of congestion on that facility, we feel that funding would be better spent on other improvements to the corridor. Finally, we also oppose the proposed widening of Magarity Road from 2 to 4 lanes (1-4; 78; 232). While we understand this project is recommended in the Fairfax County Comprehensive Plan, and would not be implemented in the near term under TransAction, we nevertheless believe that widening the road would diminish its utility to the established residential community and harm multimodal potential usage.</p>	Paul Kohlenberger

611	<p>Your plan includes a proposed project, Outer Potomac River Crossing, Segment 1-2, Reference #7, Transaction Project ID #24 that our community has been opposing for decades.</p> <p>I and my wife, Pamela Swift, are 27 year residents of Broad Run Farms, the community between Route 28 and the Potomac River. This proposed bridge will destroy our community and the land areas of eastern Loudoun. We are a beautiful rural residential community and don't want to be the next Tysons Corner.</p> <p>If you want an outer beltway consider using the infrastructure in place at Point of Rocks and the Route 15 corridor. It makes more sense to direct traffic further out than to bring it into the Route 28 corridor which is already at capacity.</p> <p>The other detriment of this proposed bridge will be the destruction of a pristine portion of the Potomac River. We live on the river and I spend a lot of time kayaking on the river. This portion of the Potomac is very healthy and scenic. At the main channel you can look for miles both east and west and not see any human intervention. The river is very healthy here with an abundance of wildlife. Your proposed bridge will end this condition.</p> <p>In summary and to clarify, my wife and I are strongly opposed to this proposed bridge for many reasons and hope that the NVTa will realize the detriments of this proposal outweigh any perceived benefits and will remove this proposed project from the Plan.</p>	Bill and Pam Swift
612	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p>	Luis Rosado
613	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Seth Heminway
614	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	tom gauvreau

615	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Tony Roane
616	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Katrin Patterson
617	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Sean Regan

618	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Ryan Delaney
619	<p>In reviewing the NVTa Project list, I noted that it includes a new bridge crossing between Rt. 28 and I-270 (Project ID 24). I most strenuously appeal to the NVTa to re-evaluate why it deems this bridge crossing a priority, and request that it be removed from the 6 Year Plan, for the following reasons:â€¢ Project ID 24, Outer Potomac River Crossing, will ONLY benefit developers looking to expand development, and larger businesses, like Dulles Airport and affiliated companies. But these benefits will be at an enormous cost to Virginia residents, both in terms of real dollars and significant sacrifice to quality of life. The development pressures caused to eastern Loudoun/western Fairfax will significantly and negatively impact the positive work/life environment that residents currently enjoy.â€¢ Project ID 24 is listed 4 times in the project list, as improving 4 segments. Yet you provide no explanation of how it would reduce congestion on any of those segments? Other recent studies have found that It is likely to make traffic WORSE on many, if not all, of these segments. What is the basis for NVTa's determination that it will improve these segments? Please make public the data sources used, and who funded these studies, to reach this conclusion.â€¢ Rather than relieving congestion, a new bridge will create significant new traffic volumes and will not deliver the commuting relief that some are promising to Loudoun and Fairfax residents. â€¢ A new bridge will negatively impact Virginia home values in the areas of eastern Loudoun/western Fairfax.I refer you to the following link, which summarizes major reasons that a Potomac bridge crossing at Rt.28 should NOT be included on the NVTa's Six Year Plan: http://www.loudounsfuture.org/issues/bridge/details.htmlThank you very much for this opportunity for resident input!_____I add my voice to those citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters. It is high time that Northern Virginia focus its efforts on SMART Growth solutions, with a focus on creating more effective mass transit and CONTROLLED land use planning...the latter of which never seems to get done.The days of building more and more highways to address congestion have demonstrated that such roads only yield MORE congestion. Or, as in the case with the 495 toll lanes, spending massive amounts of tax payer dollars for roads that only a few economically advantaged make use of.I want to know if the NVTa, in its cost-benefit trade-off analyses of various projects, is including in its calculations the probable development and increased land use generated by the new road (and the model should be able to measure varying degrees of land use saturation/concentration)? If NVTa is NOT including this in its CBA trade-off, then that would explain why every significant new road relieves congestion to some degree temporarily, but ultimately ends up in the same state of gridlock it was build to relieve. Please prioritize those projects that offer TRUE best value to the region, meaning that they REDUCE the number of cars on the roads, and not just shift the movement of those cars, and ultimately end up encouraging MORE cars to be added to an already overburdened infrastructure.</p>	James Rautner

620	<p>I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.</p> <p>We should focus on ways to encourage people to live in the communities in which they work, especially by ensuring a variety of housing options and that housing is affordable for all workers. Our lack of affordable housing in this area leads to lower-wage workers moving farther out from their place of employment, leading to long commutes, traffic congestion, and pollution. People living close to where they work is better for the environment and for quality of life as people have time to spend in their communities instead of their commutes.</p>	Mary Supley Foxworth
621	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Elizabeth & Jason Kiker
622	<p>After the MILLIONS of dollars the Loudoun County Community has invested in fly-overs to relieve traffic on both Routes 28 and 7, adding a bridge in our community to encourage Montgomery County cut-through traffic to Fairfax would only restore the gridlock. There was a credible study already done in 1998 that makes it clear that FURTHER studies don't make any sense either. I have serious concerns about the viability of a bridge crossing in Eastern Loudoun County. Loudoun County Commuters represent a VERY SMALL percentage of Potomac Bridge crossings. AND, the proposed bridge would only divert approximately 20,000 vehicle trips from the American Legion Bridge. With estimates that the American Legion Bridge will have over 282,000 vehicle trips per day by the year 2040, lessening the load by 20,000 vehicles would do nothing to help with traffic congestion in the region overall, and created HUGE new traffic in Eastern Loudoun/Western Fairfax from new traffic created by new development that will occur as a result of the proposed new bridge. Further, this project is suddenly being added to all the county and regional plans, without opportunity for appropriate public input. Its proponents have cited a highly questionable opinion poll paid for by the 2030 Group's affiliates as the sole evidence of the need for it. No traffic studies have ever proven that it is worthy of the expense, now or in the future. With this astonishing lack of transparency in the process, why should we think the upcoming analysis of this project will be conducted fairly?VDOT studied it in 1998 and concluded that it was not a smart option then, and despite what special interests would like us to believe with their skewed data, it is still the case.</p>	Amy

623	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Carter Radcliffe
624	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Keith von Schriltz

625	<p>I have reviewed the Draft Plan. I would like to point out that there was nothing mentioned about updating Telegraph Road, from Jeff Todd Parkway to I-495. Telegraph Road is undersized for today's traffic. There is a severe lack of multimodal support features. Sidewalks are missing. Lack of both on-street bicycle lanes and off-street bicycle paths. Where there are currently bicycle paths, they do not meet modern standards for width, curb cuts, etc. Along the Northern portion of Telegraph Rd, between Old Telegraph Rd and Wilton Rd, the path is dangerous. Then there is no bicycle/pedestrian path whatsoever, on Telegraph Rd, between S. Kings Hwy and Rose Hill Dr. This is embarrassing in that a large part of that area is actually part of the Lee District Park. A few weeks ago, I-495 was closed for hours, near Van Dorn due to a tragic accident where the driver of a vehicle: stop, exited and attempted to cross the freeway. This had the providing a sneak preview of what future levels of traffic will be like on Telegraph Rd if nothing is changed, other than the traffic count. I do believe that things can be done to incrementally improve the flow along Telegraph Rd, in stages.</p> <ol style="list-style-type: none"> 1. Trim back the bushes and trees, in the right-of-way, that are abutting the roadway. The worst examples of this are on the Southbound side of Telegraph Rd, between Old Telegraph Rd (near the Coast Guard Station) and Highland Meadows Ct. Traffic notoriously backs up in this area and crowds the center line of the road, due to bush and tree limbs growing into the roadway. 2. Install left turn pockets and bi-directional left turn lanes. Currently, there are many examples of where traffic needlessly grinds to a halt behind a single left turn car. The result is backed up traffic and increased vehicle emissions due to vehicles idling. 3. Install a cut-and-cover overpass to separate through traffic on Telegraph Rd from local school traffic, between Leaf Rd (Fort Belvoir Engineering Center entrance) and Hayfield Rd. This idea will likely be expensive but would remove what is currently a major blockage along Telegraph Rd. In the morning, on school days, it is not unusual to see traffic that is going South on Telegraph Rd., back up past the North end of Old Telegraph Rd (near the Coast Guard Station). 4. Turn both the Northern and Southern portions of Old Telegraph Rd into Southbound only lanes of traffic and the existing roadway, into Northbound only. 5. I propose that private property along Telegraph Rd be identified for delayed condemnation. Right of way needs to be purchased as the current owners decide to move. The state will definitely outlast the current owners and the needed right-of-way can be gained without the hassle of kicking people off of their property. <p>Very Respectfully, Butch McNurlan 5809 Helmsdale Ln Alexandria, VA 22315 (202) 800-8426 butch.mcnurlan@gmail.com</p>	Butch McNurlan
626	I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It's time to focus on more effective solutions for residents and commuters.	Beatriz Engel
627	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Will Dodge

628	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Reni Nishku
629	<p>On behalf of DAAR, and our 1,300 REALTOR® and Affiliate members in Loudoun County, we appreciate the opportunity to express our views on the Draft 2040 TransAction Plan. All of DAAR REALTORS® work here in Loudoun County, and many own their own businesses and live here in the county. Most importantly, all of them drive here in the county. Therefore, transportation and infrastructure development are vital issues of concern to our REALTORS®.</p> <p>DAAR believes that the long-term economic viability of the county requires a transportation system that moves people, goods and services in a safe and efficient manner. We also believe that the current level of transportation investment in this region is well below what is required to address our transportation issues.</p> <p>We are pleased that the TransAction Plan Project List includes several projects that would impact Loudoun County and urge support for investing in these projects. Specifically, DAAR supports:</p> <ul style="list-style-type: none"> • A new Potomac River crossing to connect Dulles Airport to Montgomery County, Maryland; • Upgrades to Route 28 and Route 7; and • Completion of the Loudoun County Parkway and the Bi-County Parkway. <p>Additionally, it is important to maintain a balanced multi-modal regional transportation system. That is critical to our long-term economic viability, and to the quality of life for residents of this area. For several years, DAAR has been an advocate for a balanced transportation system that can move people and products throughout Virginia. We urge support for this type of investment in Loudoun County.</p> <p>Thank you for the opportunity to submit comments about this important issue.</p> <p>Sincerely, /s/ Brenda Morton Government Affairs and Communications Manager Dulles Area Association of REALTORS®</p>	Brenda Morton/Dulles Area Association of Realtors
630	<p>I am confused, there are relatively new signs on Rt. 29 indicating no U turn. When you come out of Virginia Oaks and turn right onto 29 there is a sign saying right turn must yield to U turn. What is it and which one is correct. Please correct this issue, I have seen a few accidents at this intersection due to U turns</p>	

631	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Darren Chen
632	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought. Thank you</p>	Catherine Macheret
633	<p>Folks,</p> <p>I've lived in Northern Virginia for 19 years now. The traffic is unbelievably bad here. As a Linton Hall corridor resident, I lived through the worst commute in the nation era and can attest that those rankings were spot on. I'm writing today to urge you to proceed with not only the bi-county parkway, but even more the completion of the promised outer-beltway that is connected via bridge to Maryland. We so urgently and desperately need a new bridge across the Potomac. If linking that up to a new bi-county parkway gets that done, then so be it. I think extending route 28 is a no-brainer option, but I'm flexible.</p> <p>There is a lot of political opposition to this plan in Prince William county. While I admire and voted for Jeanine Lawson, I disagree with her on this. She doesn't live the commute that I live daily, and she clearly doesn't know what it would mean to have better northward access to the job centers in Ashburn, Dulles, Herndon, and Reston. That's where the jobs are, and we need better access.</p> <p>Please move forward with this plan. Please build the roads that should have been built long ago. Please provide relief from this absurd and unnecessarily terrible commute that we endure. I need you to take action that provides solutions and quit talking about things. Figure out the solution and please get it done. The time is for action. It is amazing that a metropolitan area of this size has only one beltway. That has to change. Remove the lights on the 234 bypass, put in overpasses, and extend this into Maryland. What are you waiting for?</p>	Chris Settler

634	<p>Seriously? We fought this before and we can do it again.</p> <p>The same concerns are still present and the beliefs are still there – so the PWC Board had it removed from the comprehensive plan.</p> <p>Spend the money in ways that will benefit everyone and not just some developers looking for a quick win and with no regard to the Rural Crescent guidelines.</p> <p>STOP THE NONSENSE.</p>	Willard J Scott
635	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought</p>	scott donelson
636	<p>I understand the NVTa decided to keep the infamous Bi-County Parkway in its current plans. I was hoping that the last 3 times when we the people had shot it down that the NVTa would realize the parkway is not wanted in this area. Not only will it bring more traffic but it will open up the Rural Crescent and other areas we want to keep pristine to developers. We, the people, have fought the development of these areas and have seen our efforts overcome by the power of money from the real estate industry and from politicians who I feel are being paid off by others to destroy the rural feel of this area. As I believe the real estate moguls are once again pressuring a government entity to once again encroach on lands that the people want left alone, I have to express my concern that the NVTa is allowing that pressure to again do that which is against the wishes of the people. I will tell you now. I do not want the bi-county parkway. I do not want the business that it may bring it. I do not want the additional traffic that it will bring. I would greatly appreciate the NVTa to focus on ways to relieve the tension that the current developments have put on 66 and leave the battlefield and Rural Crescent out of your plans.</p>	Craig S. Wade
637	<p>I strongly oppose this huge, environmentally and dangerous increase in Northstar. VERY ILL ADVISED!</p>	Terrance Ryan
638	<p>As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure.</p> <p>Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities.</p> <p>Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.</p> <p>Thank you</p>	Aaron Codispoti

639	<p>Dear NTVAuthority,</p> <p>I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family.</p> <p>When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic.</p> <p>Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway.</p> <p>And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.</p>	Robert McCahill
640	<p>Greetings,</p> <p>I am writing as President of the Innisfree Community Association, a community that backs up to the Fairfax County Parkway between Sydenstricker Road and Hooes Road. I understand you are planning to expand the Fairfax County Parkway from 4 to 6 lanes from Sydenstricker Road to VA Route 123.</p> <p>Our community was devastated when the original Parkway plans were changed and five brand new homes were taken to build the ramps at Sydenstricker Road. While the ramps were clearly needed our neighborhood is closer to the Parkway than ever planned. At the time the Parkway was built there was no money for sound barriers and a berm was built but we hear the cars all the time, especially from the bridge over Middle Run where there is no soundproofing. In fact the berm ends before it reaches the area behind some homes. Adding additional lanes will only increase the volume and noise and I request you provide sound barriers to provide relief from the noise.</p> <p>Also I have no idea how your meetings are advertised or how to see the details of your project as we were only notified by a neighbor at the last minute and we all had commitments which prevented anyone from our Community attending your meeting. We are very interested in the plans for your project and would appreciate any information on how we can stay informed as you plans mature for this area.</p> <p>Thank you.</p>	Dan Farrell

641	<p>All right. I'll submit my written copy a little bit later. When I knocked doors in my District in 2015 -- and people who know this who run for office -- usually you get about 15 seconds to grab people's attention. And instead of just introducing myself, usually I would introduce myself and say hey, I'm Ron Meyer, I'm running for the Loudoun County Board of Supervisors here in the Broad Run District. The one thing I'm running on is to make sure you don't have to pay \$6.00 each way every day or not be stuck on Waxpool Road. And that 15 seconds right there would grab people's attention to have a full conversation with me. And as an elected official, I think we know how sometimes that the door is hard to grab people. The problem we have in Loudoun County, especially in the Ashburn area, going up and down the Greenway, is that right now there's a monopoly in place. You have either two choices: you can pay \$6.00 each way every day, which amounts to, on average, thousands of dollars for the average family. That goes out of their college savings accounts for their kids, out of their retirement funds and to the Greenway. Or you could be stuck on Waxpool Road, which can add up to a half-hour to your trip. So tonight, and throughout the process, you all have a chance to really make a major impact on making people's lives better. What did that accomplish, those 15 seconds? As far as the results, as far as what the voter said, the District that I hold as a Republican, Hillary Clinton just won by 60 percent. People on the same ballot as I did, in my same party, lost the precincts that I represent by more than 25 percent at times, depending on the race. And so it was this message, it certainly was not my resume that projected me into Loudoun County Board of Supervisors, but it's really not about votes because all of you have to decide, not just for my Broad Run District, but for the region. Why do these projects matter? I'm talking about Shellhorn Road. I'm talking about Prince Drive. Shellhorn Road is our number one priority. And here's why, because it's not just about getting people off the Greenway because I mean, certainly you're going to relieve congestion on Waxpool Road, but a lane of tolls obviously isn't in one of your criteria. But this why it is a region-significant project. And it's certainly going, I think,37:12 congestion, but the other thing you have to remember is this: this road will be a direct connection to Loudoun's newly opened in 2020 Labor Day stations for the Silver line. It will be a direct shot from Route 28 to both of these stations, whereas, right now, you have to go on a roundabout fashion, either on Waxpool Road or the Greenway or through a really crazy way if you want to come from the south to get to these stations. If we want to make transit accessible, if you want people to use transit, want people to use Metro, if you want Loudoun's investment in Metro to be successful, this road must be built. And frankly, it must be built before -- as soon as possible, but ideally, around when Metro opens. And that's why it's not just a priority. I hope it's an urgent priority. Lastly, what I'll say is this, is people have said to me to by the Greenway. Greenway has more than a billion dollars in debt. We've looked at plans to do that. Right now it's not feasible because we have to take on that debt for a road that the county now values at around \$300 million. We have sued them to oblivion and there is legislation that controls what governs them is up in 2019. And with that should be reform. This is the only answer. We have to built Greenway transit. I appreciate your support tonight.</p>	SUPERVISOR RON MEYER
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642	<p>Hello. Thank you, Mr. Chairman, members of the Board. I'm Roger Vance, mayor of the town in Hillsboro in northwest Loudoun County. And I'm pleased to speak in support of the NVTAs Draft Transaction Plan.</p> <p>I do want to highlight one of the identified needs are the unique opportunity for a timely solution. That need is to mitigate the growing congestion on the Route 9 corridor in Western Loudoun. As far as Segment 1-1 on your project list.</p> <p>As the draft plan notes, the Route 9 corridor is a major commuter artery that feeds tens of thousands of Loudoun, West Virginia and Maryland motorists to Loudoun, Fairfax, Arlington, Prince William, and D.C. Traffic on the Route 9 corridor will grow significantly in the coming years, exasperating an already intolerable level of congestion.</p> <p>Route 9's congestion results in poor performance of commute time and hours of delay. Commute congestion virtually paralyzes this corridor during the morning, late afternoon, and evening commuter rush hours. We're also seeing increased weekend congestion resulting from the tourism boom in Western Loudoun, which now has Virginia's largest concentration of wineries, farm breweries, and the newest state park.</p> <p>Hillsboro's congestion hot spot is the single biggest threat to this thriving rural economic activity. If people can't there, they won't go there. The draft plan clearly identifies this problem and includes the project to solve it. The Route 9 hot spot safety improvements of the traffic-calming project is now shovel ready with the construction starting one year from today. More than 50 percent of the necessary funding is already secured.</p> <p>The project aligns with NVTAs goals, keeps traffic moving, reduces person hours of travel and delay. It incorporates a pair of roundabouts, in-town traffic calming and pedestrian safety features and in a multi-modal trail. What we need is the funding to build a pair of roundabouts. We have the funding for the rest of the project. We only want to dig up this heavily-traveled corridor once. I urge the Board to commit to the funding now to ensure construction is completed as part of the in-town Hillsboro phase. It's good governance to build all phases to put this project together. We will save millions in cost, leverage multiple fund sources from across jurisdictions, avoid years of repeated disruption to this critical corridor and facilitate economic development.</p> <p>This project can be built in the next three years and this problem in the west will be addressed. Please consider funding on the Route 9 Corridor project now.</p> <p>Thank you.</p>	Mayor Roger Vance
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643	<p>I'm glad you're sitting down, you and your colleagues because I finally want to thank you for something. It is the study that you and VDOT are doing to address the congestion on Route 28 in Yorkshire. I checked with VDOT, the last time the comp plan was changed by the Prince William supervisors was 1976, 41 years ago. A long time. Now, I do have one objection to a project you have on here and it happens to be the Vi County Parkway. From that standpoint, Mr. Chairman, it is Christmas in July for developers because they are eager for public subsidies to open up areas in Prince William for more residential development; clearly, outside the existing infrastructure and other public facilities. If all you really want to do is move vehicles north and south between Route 50 in Loudoun to Prince William, widen 28 or build the old tri-county parkway connection. The old one. Neither widening 28 or constructing the tri-county would require significant investments of infrastructure. The Vi County does because as soon as it happens, zoning is going to change. Do any developers oppose the Bi-County Parkway? I doubt it. Do any developers support the Tri-County? Again, I doubt that. The proposed Bi-County Parkway customs rural areas rather than improves transportation in the development areas as the original Tri-County alignment or 28 would do. The Bi-County proposal appears to be yet another dismantling of Prince William's Rural Crescent, along with bringing the Amazon to Prince William and a lot of its data center to locate six miles outside of the industrial-zoned area. How is any of this compatible to Prince William's comprehensive plan? Mr. Chairman, in 2016, Prince William's Supervisors removed the Bi-County Parkway in the comp plan. You were appointed to represent Prince William on the NVTa, yet a majority of the supervisors do not want this road, nor do their constituents. Why is this even mentioned? Because the Bi-County also requires closing Route 29 and 28 in the 43:33. You'll be adding even more cars to I-66, which will soon have one less non-tolled lane in each direction as its governed to be called to be given two lanes of I-66 to Ferrovial, the Spanish toll road company which bankrupted toll roads in Texas and Indiana, and whose executives have been involved in major bribery scandals. VDOT said in 2015 it was no longer pursuing federal programmatic agreements in environmental approvals which led Prince William Chair Stewart to announce the Bi-County road is effectively been. I'd like to know who put the Bi-County road in this mix of NVTa projects. Please consider this a FOIA request for that information. Supporters of the Bi-County proposal will come in for a rough examination by reporters because it does not appear that all the cards are on the table. Even the Bi-County road on your list will diminish trust and confidence in voters in the road funding projects. Closing comments in July for a vote in October is a scheme to fatigue public input, not facilitate it. Thank you.</p>	Delegate Bob Marshall
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644	<p>Hi. I'm Cathy Marshall from Manassas. And I too am glad that you've undertaken a joint study with VDOT for improvement to Route 28 to Yorkshire and Manassas Park on Liberia to the Fairfax County line. Fairfax is slated to widen to three and possibly four lanes, their portion of Route 28 that is not already three lanes.</p> <p>This is by far the most traffic-congested road in Prince William County, polling at less than 10 miles per hour average during rush hour. Yet despite this fact, the road has not been prioritized by either the local governing body or the NVTa until the recent study. Instead, many additional very dense developments that feed onto Route 28 have been approved, including some 400 apartments right on 28, roughly 150 homes in Cambridge, another 175 homes at Richmond Station. This does not include the 613 residences approved in Manassas Park since 2012, despite Route 28 being the main thoroughfare. Other projects, including 400 homes at the corner of Liberia Avenue and the Prince William Parkway are also under consideration in the Route 28 corridor. When will the core commuters be treated with the respect they deserve?</p> <p>My point, increasing taxes, creating new transportation authorities, imposing \$92 a day hot lanes on I-66 will not solve our traffic woes so long as localities keeps adding to vast developments. I find it mind boggling that the transportation impact analyses developers are required to submit when they apply to the county for new development, study only the development's impact along with the perimeter of the development. There's no requirement to study wider impact on nearby or major arteries. Who does that benefit? The developer. No wonder we have gridlock in Northern Virginia.</p> <p>Prince William County is looking at yet another development of 400 homes which would change our comprehensive plan in the semi-Rural Crescent. The semi-Rural Crescent calls for one house per 2.5 acres. Stanley Martin wants 400 homes, mostly townhomes on the semi-Rural parcel, roughly 50 acres. This change was initiated for study by the supervisors. Unfortunately, of the 50+ projects that required supervisor initiation before changing Prince William County's comprehensive plan, only one was ever denied. So much for our comprehensive plan controlled growth.</p> <p>The reason I bring this up is because traffic is tied to development, pure and simple. The more dense developments approved by localities, the greater the road's gridlock. Really quickly, if the NVTa decides to build the Bi-County Parkway in spite of the fact that the Prince William supervisors took it off their comprehensive plan, then taxpayers will pay for roads to help developers and add to the traffic congestion. This is indeed the exact opposite of what the NVTa was supposed to do. These developments will of course, benefit the huge conglomerates -- oh.</p> <p>Thank you.</p>	Cathy Marshall (see #55 too)
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645	<p>My name is Gem Bingol. I am field staff in Loudoun County for the Piedmont Environmental Council and I speak in that role this evening. To accomplish your goals to reduce congestion and move the greatest number of people in the most cost-effective manner, we believe that and do not support that new Potomac Bridge crossings, including Route 28, Project 24, or the Bi-County Parkway, Project 226, will accomplish the goal. Traffic studies and analysis of employment data for Loudoun, Fairfax, Prince William, Arlington, Alexandria, and the other Northern Virginia jurisdictions do not justify the cost of these projects relative to the benefits. Instead, we support funding for projects that solve the problems on existing travelways and support Metro to help existing traffic congestion problems without inducing new problems. The vast majority of Northern Virginia residents live and work locally within their jurisdictions, as you had said, or travel east/west to work in the inner suburbs or the District. So projects such as 61 -- I'm just going to give you numbers -- 120, 121, 153, 192, 233, 234 would help more than those projects, and has a long-terms and regional solution. Funding for Metro to serve Northern Virginia residents and business most effectively is key. Businesses desire Metro as the attractive locations to locate in. In Loudoun that means building visiting road links that create a more complete network around the Metro stations and help residents to get to Metro from the neighborhoods. It also involves ensuring that transit is in place to make choosing Metro a viable option. In other words, more buses and bus service. Projects such as Nos. 10, 14, 16, 17, 45, 100, 149, 150, 161, I can go on, will help those goals. Loudoun has been working through construction of its list of intersection improvements and missing links for a few years now, which is wonderful. We still have a long way to go with finding support from organizations like this. A bridge over the Potomac or the Bi-County Parkway will swamp the improvements that have been made already with unexpected and unaccounted for traffic that will quickly destroy the gains and waste the time, effort and tax dollars spent to date. They will also destroy communities in Loudoun and Prince William and endanger valuable regional natural resources. Please reject those projects that would cost more than they deliver and create new problems in the process. Thank you.</p>	<p>Gem Bingol (see #428 too)</p>
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646	<p>Good evening. I'm Richard Sampson. I'm a resident of the town of Herndon. I'm also a member of the Herndon Parkway Advisory Committee, although my comments here tonight are my own.</p> <p>I address you today in support of many items on the project list of the Draft TransAction Plan that will be substantially beneficial to our town's growth, sustainability and quality of life. Mindful of NVTA's responsibility to improve travel times, connect to activity centers, improve safety and air quality and move the most people, I specifically express my support for the bulk of projects in Corridor Segment 1-3, and I want to speak to a few of those specifically. 1-3 is about halfway down the list of our prioritized rating list in the TransAction Plan. Specifically, we're interested in Projects 8 and 18 that do a good job connecting across the toll road to help facilitate movement of cars and pedestrians once Metro opens, 13 to improve bike and pedestrian access at the Herndon Metrorail Station. Fourteen (14), to improve transit connections on the forthcoming Silver Line.</p> <p>Twenty (20), the Davis Drive extension, which is a missing link that the previous speaker just spoke to, between Loudoun County and the Metro station that would not only benefit Loudoun but parts of Herndon and Fairfax County. Thirty-two (32), Lightrail or BRT from Dulles to Manassas, very interesting to folks on the western side of Fairfax County; 100 Metrorail fleet expansion, 1-3, a much-needed improvement of the Fairfax County Parkway Sunrise Valley Interchange and 300 express bus service between Reston and Franconia Springfield.</p> <p>I personally oppose Project 1-3, No. 166 to widen the recently opened/reopened Innovation Avenue, which only rushed developments of this new Greenfield development, a stretch of road that currently has not a single business building or residence on it, already talking about widening it. That's absurd.</p> <p>Inclusion of these and other projects segments can enhance the capacity of transit, bike and pedestrian facilities are crucial to the viability of both Herndon, as well as the region as a whole in addition to the rail network.</p> <p>I also expressed concern about two projects that has the potential to reduce congestion and provide alternatives in Herndon that were not included on the draft list. Our reconstruction projects of South Elden Street and Sterling Road in the town of Herndon. Our Advisory Committee has unanimously recommended that the NVTA incorporate this project into the draft plan. I urge this body to consult our two staff in Herndon, as well as the Town Council on the importance of these project for account.</p> <p>Thank you for your time and consideration. I hope to see a number of projects in Segment 1-3 included on the final incorporated plan. Thank you.</p>	Richard Sampson
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647	<p>Good evening. My name is June Lane and I'm a 46-year resident and business owner in Loudoun County. During my time here, I have watched roads being built, roads being widened, new interchanges going in, yet the traffic gets worse and worse. Push poll data from the Alliance's special interest, supposedly reveal that people's top priority is congestion reduction. That has led the NVTa to the conclusion that the only solution is more and wider roads and perhaps, a big new bridge across the Potomac. The survey respondents were only answering the questions they were asked. They were led by the questions to responses that are congruent with what the special interests already wanted to do. Had they been presented with other ideas and solutions, the outcome would likely had been far different. A review of the TransAction Plan, the 2030, shows a few multimodal enhancements. Examples were a Lightrail line between Manassas and Dulles Airport and enhancements to the Bike Share Network, if you can call it that. From what I can see, nothing has been done other than building and enhancing roads. More and wider seems to be the motto. The 2003 Loudoun County study identified the main problem with bike transport is that the trails don't connect. While there have been a few improvements, they still don't connect. The result is that residents can ride for a mile or two and then either walk or take their lives into their hands on crowded roads without bike lanes. We know the old saying that if you're only tool is a hammer, everything looks like a nail. I noted that in this plan for Northern Virginia, there was absolutely no out-of-box thinking with regard to lowering traffic altogether, in addition to moving it more efficiently. Instead of transporting people to work, could the developers among us build work centers at strategic locations, setting at every new development so people can commute a very short distance and telework. I don't see anything in the plans that are aimed to helping reverse commuters, and business who would like to locate in Loudoun and Fairfax, but want to be near transit. Bike trail linkages just to Metro stations are in a number of current strategic plans that have yet to be realized and are missing from any plan altogether. The 2003 bike pedestrian master plan for Loudoun County requested connections from the W and OD trail to Dulles Airport, both for passengers and for airport employees. It has not been built. And that's only a few miles. With the exception of the public parking lots and a few buses, the draft plan is woefully lacking in transit and multimodal projects that will help to make our future Silver Line connection successful. This is typical of the history of the NVTa so far. Make sure that other options are under resource and then point out that they don't work and then build more roads. Let's change this by laying aside that hammer and really looking at variety of solutions. I urge you to respond to what we admitted to our Metro, remove the expensive and disastrous bridge project from your plan and replace it with some real alternatives for sitting in traffic. Thank you.</p>	June Lane
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648	<p>Good evening. My name is Jim Rautner, and I'm a small business owner and a resident in Sterling. Project 24, the outer-Potomac River Crossing is an enormously expensive alternative that benefits big developers and corporations in Dulles but it saddles Virginia taxpayers with never-ending burden.</p> <p>This project is being pushed by development and large business interests at the expense of Virginia citizens. Particularly, the residents and commuter in Loudoun. The NVT Authority is using their sponsors from surveys that were paid for by the NVT Alliance in the Maryland Suburban Transportation Alliance and similar groups to justify the project. The proponents of the crossing are hocking this -- their push pull is this is what people want. And they're managing to sell the idea that the problem of traffic congestion can be solved by creating more traffic.</p> <p>And no one is questioning their assumptions because they are carefully engineering who they and their constituents hear from. The real purpose of this project is to increase freight traffic in Dulles, use Eastern Loudoun as a cut-through between Montgomery and Fairfax and explode development on the Maryland side of the bridge. Now, some of these proponents own property on both side of the proposed bridge. Some stand to gain from acquiring or consolidating business and customers on one side or the other.</p> <p>Many companies from outside of the region completely, want to build over the agricultural reserve. Now, some of this, spending significant sums over the past few years purchasing political advocacy here in Virginia and they're now posied to do the same in Maryland in 2018.</p> <p>Proponents of this new bridge are telling us that it will carry 100,000 trips per day, but they fail to point out that much of this is induced traffic. The east/west routes will not be able to handle what they describe as tens of thousands of new car and truck trips induced by its new bridge. The north/south Route 28 will be widened and it will become an interstate if not a reality of being named interstate, it will function like one.</p> <p>Loudoun County taxpayers will have to foot the bill from massively increased congestion, pollution and public safety problems, forever. Eastern Loudon and parts of Western Fairfax will basically become inner cities bounded on all sides by highways full of idling cars. There are better options for relieving congestion and reducing travel times they should be focused on to improve the daily trips of Northern Virginia residents, most of whom either live and work in the same county, the county right next door or commute to D.C.</p> <p>Ensuring the full funding, health and connectivity of our regional transit system will do more to address real future transportation needs. That has overwhelming public support, but we never seem to get it all done. Project 24 is a bridge to gridlock. We urge you to remove it from the plan.</p> <p>Thank you very much.</p>	Jim Rautner
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649	<p>Good evening, Chairman Nohe, and thank you Board members. I was the only person on the bus from Merrifield Station to get here at 5:30 tonight. How many others came by the bus? So I came actually out from the WMATA Board meeting for today. And the good news is Metro is making some finally much-needed progress in its maintenance and repair programs but there's a lot to be done. Whereas the NVTa is funding certain projects, sadly, we face regionally, a huge \$25 million+ bill over the next decade which dwarfs even what you guys are proposing. Now, let's go back to four years ago when the last TransAction Plan, I was one of the dozen people who showed up in Falls Church in 2012, along with Bob Chase. Anybody else there in the Falls Church High School? So there is a lot of progress that has been made. Look at the situation here tonight versus where you were in 2012. So thank you for the progress. And thank you for the progress on 28, where you have more or less completed the widening of Route 28 in Fairfax and Loudoun County. But there are projects, I went down to pick somebody at Reagan Airport at 11:00 p.m. last night and as I went past the Pentagon to take the turn into Reagan, I couldn't help but notice Boundary Channel Drive was dark. The only thing you could hear was crickets. And yet that project was funded in your first round of funding and I don't know whether there was anything happening there. So one of my proposals would be that they have a time limit of five years in which you either use the money or give it back to NVTa. We need to define what should be termed priority and what should be termed regional priority versus local priorities. As to the project's proposed here, I got to tell you, this is a very complicated process. I was at the meeting last night. My wife corrects me when I get something wrong. I think we're talking in terms of segments rather than projects. That was me. So it's hard for the public to understand some of these concepts. There is something called performance-based planning, which I only found out about this at 4:00 this afternoon. So the public doesn't understand how this process applies in setting priorities. So I'm going to reserve or submit comments in writing, but thank you for the progress, but we need to make the process simpler for the public to understand.</p>	Rob Whitfield
650	<p>Good evening. My name is Carol Kearney. I'm a native resident of this area. I was born and bred here. And I'm also a business owner of Loudoun County and I thank you all for all the hard work you're doing on this because this really is a complicated topic. I think I'd like to change my topic to say how much worse it won't be. I love the way said that and I think that's fabulous. I am really against the new bridge crossing the Potomac, going in anywhere. I think it would really add to the traffic problems that we already have. It just seems that traffic would worsen incredibly. Let's first consider the graphic that you said you liked so much, it's kind of like this. If you look at these lines, the main thing we're seeing is it being used as a cross-through through Loudoun County and I don't think that's what any of us want.</p> <p>It also shows going directly to Fairfax. It's very hard to see the smaller lines where it would really make a difference to the folks in Loudoun. It would just add additional traffic, hundreds of thousands of cars. Route 7 between Leesburg and 28, a lot more cars, it will be a mess there. Right now, it is getting better there. I go up and down through Leesburg in that area all the time. We are making progress. If we had 100,000 more cars to that, we will have rewritten everything we've done.</p> <p>Route 7 between 28 and Tysons, a new bridge would make that even more impossible than it is right now trying to get into Tysons from Loudoun County or any of those areas. The Loudoun County, Bi-County Parkway, again, a bridge is really going to undo the things that we've worked so hard and that we're going through and the improvements we are making. From Route 28 to 66 and Route 7, that is already such a mess. We really don't want to do that either. 100,000 new cars and freight trucks per day onto Route 28 is not going to help with congestion there. This is bridge to gridlock. If you build, they will come and we'll be paying for it, forever.</p>	Carol Kearney

651	<p>Good evening. My name is William Fisher, and I'm a resident of Loudoun County and I'm going to address a few of the many misconceptions of their being cited as facts by those who are in favor of the new bridge across the Potomac River between Route 28 and I-270. Myth No. 1: A new bridge across the Potomac will reduce traffic congestion in Loudoun County. A new bridge is not going to reduce traffic on Route 7 and Route 28, it's going to actually increase it. And it'll increase it because of the thru truckers that come up from Route 66 and Route 81 are going to use it as a way to cut out distance. They're going to use it as a way to get to I-270 and this is going to create a tremendous amount of traffic on Route 28, which is already heavily congested. Clearly, this is going to make our commutes worse rather than better. Myth No. 2: Most of Montgomery and Loudoun County residents want a new bridge. There's no evidence that this is true. Bridge proponents cite results from clearly biased and scattered polls. What is being heard is being carefully engineered to deceive. So what about the people who will lose their homes in neighborhoods to a bridge or to a noisy pollution belching ring of highways that will destroy their communities? What about the people who will see what little open spaces and parkland that's left turned into a concrete jungle or more development? What about the people who see their commute times double or triple due to increased traffic that they would never encounter unless this bridge is built? I could easily construct a study that will prove to you that the numbers are decisively against the new bridge. Myth No. 3: More job for Marylanders, therefore, more employees for Virginia employers. How does this benefit our Virginia residents who wisely chose to live and work in the same locality? How does this reduce traffic on our roads? How does this help our taxpayers here in Virginia? It doesn't. It does the opposite. Myth No. 4: The bridge is an escape route for D.C. This myth was suggested at a Loudoun County Supervisors meeting, and this is ridiculous. The escape route from D.C. is to the west, not across the north side of the channel in Loudoun County. Myth No. 6: I can go on and on, but here is the final myth, a new bridge is the best solution. Absolutely not. Not only because of the above issues, but also because of cost, congestion, pollution, noise, limited benefit to residents, habitat disruption, neighborhood destruction and so many, many more detriments that this will cause. Frankly, I question the wisdom of a new bridge across the Potomac and I think you should also. And I think you should seriously question the motives of anyone who's in favor of one. The arguments in favor have been conjured up by special interest groups, namely developers, and sold to an audience reluctant to question them, who have been sitting in traffic. They have been sitting traffic because of poor demand management and even weaker planning. The arguments for a new bridge could be exposed for what they are, nonsense.</p>	William Fisher
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652	<p>I'm David Heagy from Vienna, just outside the town limits. I've lived in the county since 1970. Probably the exception to the other speakers tonight, I'm not asking you to spend more money to fund a particular project, but what I am asking you to do is make sure minor and important changes in the way you do your analysis to make decisions. And so I think if you don't make good changes, it's going to be impossible to meet two of the objectives: Goal 3, reducing negative impacts on the environment and community and enhancing quality of life. They are going to affect each other.</p> <p>I think we all agree that health safety is an important aspect for quality of life. And vehicle emissions directly affect health safety for both children and adults. I'm going to leave with you the references for three recent reports, one by OSHA, one by National Institutes of Health, another one by the National Academy of Sciences that backup that statement.</p> <p>The first comment is you have a lot of metric performance measures, but they're not all the same. If you use them equally, you can get bad decisions. If you're buying a house, you may have an essential requirement, if not to have a basement, if it doesn't move on. But right now, the methodology is looking at the them all equally.</p> <p>If one of your chief medical officers came to you this week and said we've had a significant increase in premature death of infants and its due to respiratory qualities. And we're pretty sure it's due to the particulates and emissions and you came to a meeting like this to decide about the project, I hope you would say let's skip to the bottom line. Is this plan going to get me back to the threshold for environmental quality and get me below that infantile death rate or not before I consider connections and delays and things like that? So I hope you would consider adding that to your methodology, establishing a threshold for environmental quality and air quality before you consider the other options.</p> <p>Second thing is that when I look at all of the performance metrics, there's a lot of them. They seem to focus on not the aggregated effect. It doesn't seem to look at the cumulative effect of all the vehicles, how much air quality, degradation and pollution it produced. And also, land use -- land use seems like it's an obvious choice in addition to winding roads. Then you determine how many cars come from a destination and go to a destination and that directly impacts the volume of traffic.</p> <p>So what I'm asking for or suggesting is separate the objectives for safety and health from those that relate to economic growth. And also, identify some threshold of the ones that are essential before you consider the other ones. And I hope that would be one related to environmental health and quality. Define a minimum threshold for carbon monoxide and particulate and asbestos. And if a plan is not going to get you below that threshold, then move onto the next option. Include performance metrics for changing the number of diseases and also, I don't know the mix of your background, but I hope that someone on the Board represents the interest of the health community that can place that into perspective.</p> <p>Thank you very much.</p>	David Heagy (see #97 too)
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653	<p>Good evening. Perhaps I can give you back a little bit of time because I'm going to sound a bit like a broken record for the support and largely what you've already heard. In my opinion, a long-time -- Thomas Duke -- a long-time resident of Loudoun County. I've been living here almost 60 years. My opinion, the new Potomac River bridge crossing that connects Loudoun County to Maryland I-270 will completely destroy the rural field and the quality of life that I and other Loudoun County residents currently enjoy. I want to talk just for a second here about the -- I think most people here are aware of the Northern Virginia Transportation Alliance, which I'm going to call the Alliance from now on. They have a lot of interesting information on their website. You've heard it before. They specifically state on their website that no official corridor has been designated for a new crossing, yet it further states a new crossing should be a six-lane limited access highway -- parkway, excuse me, and bridge, connecting Virginia Route 28 to Maryland I-270, north and west of the American Legion Bridge, so as to more directly link the Reston/Dulles and Rockville/Gaithersburg areas. In addition, the aligning states, such facility would carry in excess of 100,000 vehicles per day. If Route 28 is extended to accommodate this crossing, it will all certainly be designated as an interstate, as you've heard before. I agree with that. It will create an additional volume of traffic. Again, in excess of 100,000. And I note also that on the Northern Virginia Transportation Authority in the TransAction Plan, specifically Project 24, there is a mention of outer-Potomac River crossing under the column labeled "Project Description." It states construct crossing the Potomac River between Route 28 and I-270 in Maryland. Again, while I understand that a decision to build the crossing and the location for the crossing has to be determined, it does seem as though there is a lot of the same sort of thinking going on, which is why I'm here today. So I had noted here that Virginia has spent, as someone else has said, I believe it's something on the order of 12-14 years improving Route 28, which, for those of you involved with that, I would like to thank you for that. It's Route 28 between Loudoun County and Fairfax line. It is much-improved, however, if this bridge is built, I think we're going to see those changes are going to evaporate overnight, as soon as that bridge and highway are open. Again, the Alliance, I'd be remiss if I didn't point again that they sent an additional 100,000 vehicles a day. I think that the Alliance has been around for 30 years. I didn't believe their projections. They're saying over 100,000 and in practice it's quite a bit north of that. So bottom line, will the new bridge connecting 28 to 270, will it alleviate of some of the traffic on I-270 and the American Legion Bridge, I think it undoubted will, but at what cost. And I think it's going to be a cost of the way of the life that we enjoy. Thank you for your consideration.</p>	Thomas Duke
654	<p>Welcome, members of the Commission, the public and elected officials. I'm Audrey Clement. I'm with the Arlington Coalition for Sensible Transportation, but I'm speaking on my behalf as a candidate for Arlington County Board.</p> <p>With the population and employment in Northern Virginia expected to increase dramatically between now and 2040 and NVTA has certainly made the case for substantial increases in the region's investment and transportation infrastructure. I am nevertheless concerned about NVTA's lack of transparency.</p> <p>The NVTA project list describes more than 350 projects that qualify for funding and the accompanying report indicates that each project has been objectively scored according to criteria specified in HB-599 adopted by the General Assembly in 2012 to prioritize transportation projects. The overall scores assigned to sectors within 11 major travel corridors are there. Yet no score or cost information is available for the individual projects. Thus, it is impossible to make informed decisions about which projects to fund from the information provided. This should be of particular concern to Arlington officials for two reasons. The report itself indicates that most of the projects are roadway projects, 239 roadway projects pegged at \$20 billion and 99 transit projects pegged at \$24.2 billion. Absent a project level cost benefit breakdown, the public can only speculate that less than optimal roadway projects will get priority over transit because the cost of each individual roadway project is on average less. This could delay the most effective transit projects,</p>	Audrey Clement (see #84 too)

	<p>including those targeted for Arlington County indefinitely. And number two, the roadway projects along the I-66 Segment 6 Corridor, are likely to dump more traffic in Arlington and D.C., as 74 projects on this corridor are roadway and 55 are transit.</p> <p>In any case, the public has been asked to weigh in on plan without the information needed to comment intelligently. Thus, public comment on transaction is nothing more than a proforma exercise required by law with no real purpose or effect. Thank you.</p>	
655	<p>Good evening. My name is Sharon Williams. I'm a member of the Unitarian Universalist Church of Arlington and a member of Voice, Virginia's organization for interfaith community engagement. I've been a Metro rider since 1997. I would like to thank you for funding the projects that you are, you know, that you do for Metro and for mass transit. Metro impacts every aspect of my life. I have a two-hour Metro commute from Sterling to Bailey Crossroads each day. I have to start out at 4:30 a.m. by walking 2.5 miles to the Loudoun Commuter Bus at Dulles Town Center and Reston to where I work, the Silver Line to Ballston. This journey costs me about \$300 per month at about \$16 a day. When will the Metro buses run in Loudoun County? Loudoun County transit is a joke. It's really hard for me to connect with it a lot of the time. Most of the secondary bus lines in Northern Virginia do not fill the gaps for the lack of Metro bus services across the region. And basically, the upcoming bus cuts that have actually already happened, are going to be a real headache for a lot of people who take mass transit. I have to start my day out at 4:30 in the morning. And the Loudoun -- the buses that run inside the county start at 7:00 a.m. and I have to be at work at 7:30 a.m. Metro's troubles are going to cost me a lot of money, and they are costing me a lot of money as of June 25th. There's really no improvement in service. I recently testified to the Metro Board and I had to take off time from work in order to do that. I would really like to have venues like this to be able to come and talk to politicians like all of you because I think you need more personal stories like mine because you need to see the real people behind the system that you're running at this point. I know many probably are not a part of the system. I mean, yes, you are, but what I'm saying is you're taking mass transit is what I'm trying to say. And this is a critical issue in my life, as I said. And I would really like to have some buses in Loudoun County. So thank you very much and have a nice day.</p>	Sharon Williams
656	<p>Mark Scheufler, Prince William County. My main comment tonight, you know, the plan is the plan. You know, it's not simple to understand, but as we move forward into the coulter projects, you know, my recommendation is that the coulter project is really where you want to have the hearings. Once the projects go in to be scored, there's really that much change to go on. So I just encourage you guys to really -- the coulter projects is really where any public input to make wise decisions on how you're going to spend the next billion dollars of taxpayer's money.</p> <p>And I also want to stress, you know, land use is probably the most important aspect of transportation. You guys hold the keys to what the next transportation -- what is the next land use for the county. You know, Marty, you always go back to Orchard Bridge, that was passed in 1985 that's making a big difference now on commutes on Route 28.</p> <p>So you guys, as all these projects comes out, it really comes down to you guys really making the decisions to make smart decisions so that it's easier to select transportation projects that really are going to make a difference for the residents of Virginia. And as far as stressing on projects, you know, I think it is important to work in jurisdictions that are where the main bottlenecks are, either between counties and cities or between D.C. and Maryland. All the biggest projects, you know, the American Legion Bridge, a new second Rosalyn Station, and fixing the crossing across the Occoquan River. Those are the main bottlenecks that need to be resolved and those are major projects that really need a lot of studying. I think this is where the NVTA really can work together and try to solve those major bottleneck problems that are identified by the region. So I would just encourage you guys</p>	Mark Scheufler

	to work together to try to help make transportation projects easier and more transparent. Thank you.	
657	<p>Good evening, Chairman Nohe and members of the Authority. I'm Allen Muchnick, I live in the City of Manassas. I'm speaking on my own behalf today.</p> <p>We're extensively discussing a list of 358 projects, which is at least four times greater than the amount of funding that we reasonably expect to be available. I don't know how to comment intelligently on it, other than to say the project selection prioritization is key. If we're going to make any progress in or not backsliding in reducing regional traffic congestion, it's important to select projects that will reduce vehicle miles traveled per capita, in particular, transit projects, Ride-Share projects and walking and bicycling projects that ride first and last mile connections are really going to make the most difference. And in particular, we need to restore our regional metro rail system to a world-class subway that it should be.</p> <p>Projects that support mixed-use regional activity centers where more people can live, work, and play, and access destinations and other regional activity centers using transit should also be a priority. And what should not be a priority are highway widening projects that the regions periphery, particularly, that will just stimulate more sprawled development and also ultra-long-distance commuting from outside the region as Mr. Nohe talked about.</p> <p>The region's highway bottleneck is the American Legion Bridge, or one of them. And although that bridge is in Maryland, the extension of Virginia's I-495 hot lanes, so it leads the I-270 west spur should be one of the D.C.'s region's top transportation priorities. And it should precede any new Potomac River crossings outside the Beltway.</p> <p>One of the biggest omissions that I find in TransAction is the lack of regional bicycle lanes. It's really not too much to ask that NVTA and its localities establish at least one continuous designated bikeway along each of NVTA's regional corridors. Fortunately, much of this regional bikeway network infrastructure already exists, but is poorly signed and designated. Identifying this long-distance bikeway network, which just like our arterial roads would also serve short and medium distance trips such as access to other regional activity centers and transit modes, would help identify and prioritize gaps in future bikeway network funding.</p> <p>Thank you for your consideration.</p>	Allen Muchnick

658	<p>Good evening. I'm David Birtwistle of the Northern Virginia Transportation Alliance. The Alliance welcomes the opportunity to comment on the TransAction 2040 plan and process. First off, development of a regional planning process has long been an Alliance-supported priority, and the Alliance commends the Authority for continuing this process. The TransAction 2040 plan and process, however, are complex and defy succinct commentary. Of note, the plan embraces many critical regional needs supported by the Alliance including the bi-county parkway, part of a corridor of statewide significance, the Fairfax and Prince William Parkway improvements, upgrades to Route 1, 7, 28, and 50, and wider American Legion Bridge, a new northern Potomac River crossing, eight-car metro train and express bus services. The Alliance believes that the allotment of hundreds of millions of dollars, however, for bicycle, pedestrian, bus, and other projects of essentially local significance is excessive. Also, I-66 and I-95 corridor transit demand can be more cost-effectively met by regional bus service rather than metro rail extensions. In short, the number of projects of true regional significance is much smaller than the 358, and the cost lower than the \$30 to \$40 billion. In moving forward, the Alliance recommends reducing the amount of performance-evaluation measures. Fifteen are too many. More weight should be assigned to congestion, delay, and travel time reductions, identifying a small group of core regional investments of greatest regional benefit, the completion of which in the next 20 to 25 years will be the primary measure of regional transportation progress, budgeting for the future, not just spending for the moment. Shovel-ready is not necessarily investment worthy. Spending every available dollar annually prevents the accumulation of funds for critical out-year projects. As with a child's education, putting aside funds annually for key transportation projects is proven practice, advancing the highest-performing projects, regardless of location because benefits transcend borders. I-66 improvements, for example, benefit Falls Church and City of Fairfax residents far more than small projects within their borders. Stopping calls for more projects once the transaction plan is adopted, and above all, thinking and acting more regionally, a regional plan must embrace a top-down perspective, not a collection of local plans. In conclusion, while the draft 2040 TransAction plan represents an improvement in many areas, the Alliance urges the Authority to continue to work hard on these future plans and to assure that our region gets not a list of local ones, but regional transportation plan and network it really needs. Thank you.</p>	<p>David Birtwistle (see #181 and 399 too)</p>
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659	<p>Hello, Commissioners. Thank you for your time. Move this a little closer because I'm shorter.</p> <p>My name is Kelsey Crane. I'm with the Virginia chapter of the Sierra Club. We will be submitting more comprehensive comments on specific plans, but tonight I want to ask that you broadly prioritize funding, transit and multimodal projects in the TransAction and express continued opposition to additional Atomic Bridge crossing.</p> <p>Transportation has become the number one contributor to U.S. carbon dioxide emissions and should be a prime target for metering greenhouse gas reductions. There are several proven ways within the transportation sector to address this impact. Clean and efficient vehicles are a big part of that.</p> <p>Lower carbon fuels are also part of that. But what you all can do is create a 21st Century transportation system, one that reduces vehicle miles traveled by per person and increase public transit use fostering compact communities with transportation choices like rail, bus, walking, and biking, and cutting the number of trips that people have to take in their car to get around for their daily lives.</p> <p>We need a transportation system that moves beyond the high volume of single occupancy vehicles powered by oil products and to envision the 21st Century transportation system that gives Northern Virginians transportation choices like well-funded and effective public transit, passenger rail. And of all the performance measures that you'll have, we need to have one that measures carbon dioxide greenhouse gas impacts as we're looking at long-term transportation plan.</p> <p>A revitalized transportation system complete with transit commuter rail, safe walking and biking paths can once again create close-knit communities with vibrant local support of the economies. Sprawl was not created by accident but driven by federal policy. Model-doming laws, large single-family housing, off-street parking, wide streets prohibited markets and sidewalks and bulldozing through existing house bought traffic pollution and noise. And just as that policy drove sprawl, it can create a 21st Century transportation system that reduces greenhouse gas and pass and makes communities more livable.</p> <p>Investments in public transit as well as biking and walking infrastructure to connect jobs, shopping, and living, and create clean and convenient alternatives to driving every day. Further, combining with strong planning partnerships at the local, regional, and regional level with strong accountability measures will ensure that those policies are followed.</p> <p>Overall, the TransAction has too many road-widening expansion projects and several studies have proven that we don't need an additional upper Potomac Bridge crossing between Loudoun County and Montgomery County. It will just increase congestion through Leesburg and impacting environment and surrounding conservation areas.</p> <p>As we're making investments for a 21st Century transportation system, we must repair existing infrastructures. We can move beyond massive transportation systems and increase investments in more complete systems with multiple viable options, transit accessible commerce systems. This reduces greenhouse gas emissions, the cost of operating our vehicles and will make Arlington even more attractive to live and work in.</p> <p>Thank you for your time tonight.</p>	Kelsey Crane
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660	<p>Thank you. I'm Stewart Schwartz. I'm the executive director of the Coalition for Smarter Growth. We just celebrated our 20th anniversary of working with conversation groups, business groups, developers, architects, and many others across Northern Virginia and the D.C. region. We appreciate your public service. We appreciate the hard work of the staff and in many ways, there's a lot of good information here. But there's still a sense of disappointment, I think, for many of us in our coalition. We were disappointed in the sense that we really didn't do a comprehensive land use transit, transit-oriented development, the land management approach to this puzzle and we ended up stapling together an awful lot of projects again. At 44 billion, that starts to be a pretty scary number when I think you said you have 6 billion available and when your price tag's risen from 9.7 to 15.4 to 23.2 to 44. To me, that's a sign we're not going the right direction and that demand reduction through smarter land use, through transit oriented development is critical. Arlington has shown the way. It doesn't all have to be high-density like that, but look at what resulted in terms of reduction in vehicle trips, vehicle miles traveled, the big shift in mode share of walking, biking, and transit. Fairfax County has said transit-oriented development is our future. All the jurisdictions are doing this. The plan for Ashburn is great. In Loudoun County, there are plans for Woodbridge. If Manassas works, we can continue to create great walkable communities that reduce the amount we have to drive. Instead, this plan seems to result in some pretty long average trip lengths including for non-work trips. We should be looking to reduce those trip lengths, improve local accessibility, and some other people have talked about that. We should have been looking at centers, not corridors, as we did this. And other people just talked about health and climate change. I'm as worried as I've ever been about the direction we're going, and I don't see that we're reducing the amount of vehicle miles traveled like we need to be doing and the amount of emissions that we need to be doing. I concur with others that these bridge projects, the northern bridge, the southern bridge, are disastrous. They will undermine the effort to create walkable, transit-oriented communities. They will open up Montgomery County's ag reserve. They will bring thousands of more cars in Loudoun County onto those roads when we need to fix the American Legion Bridge. We've had the 2003/2004 Origin Destination study, the 2015 Origin Destination study, each of these have shown that those U-shaped commutes are a very small percentage. The American Legion Bridge is for L-shaped commutes or radial trips. That's where some of your big problems are. There is an awful lot of highway expansion and road expansion here. They will divide communities. They will -- it looks to me like we're favoring very long-distance commutes and not making some shift to shorten trip lengths to jobs and housing and so forth. So we certainly urge you to reconsider a number of these projects, that you indeed focus on the transit and lane use connection, the TOD areas, and the grids of streets and networks. I mean, there's some good projects in Loudoun County and other places to provide that additional local connectivity that's going to be so important. But I feel like we're still falling short of protecting future quality of life and environment of Virginia and solving the problem for this plan at this point. Thank you.</p>	Stewart Schwartz
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661	<p>Thank you for the opportunity to speak tonight Mr. Chairman and the rest of the Board. My name is Kim Hosen. I'm with the Prince William Conservation Alliance. We're a nonprofit organization working to support healthy communities for all. I just want to start out by commenting that I've been to several meetings, lately from VDOT about road improvements. Multiple times in every meetings, I've expressed concern and asked questions about a different road segment and I've been told, oh, don't worry about it, it's never going to happen. That would be too far in the future, which really causes me to wonder why it would be on the plan at all if it's never going to happen. And that has really been an answer for that. So I'm a little curious about when a cost benefit analysis would be done with this because there are a lot of projects here and not all of them are going to be effective. Some will get a bigger bang for the buck which for all of us here speaking tonight and looking at the plan, that would be a really important piece of information. I'm sure that it will come. I really don't know when in the process it will come or what process will be used to evaluate it. And I also want to comment on concern about pollution. That at particulates and trying to reduce air pollution by reducing idling is terrific, but maybe a little bit more than that could be done, especially by prioritizing transit and also storm water should be incorporated into the goals, and all these need to be incorporated into to project. And I would say that roads are a significant contributor in Prince William and I'm sure elsewhere to storm water issues. I also believe its' important to incorporate and honor local planning. And in this particular case, as Mr. Marshall pointed out, notably the Bi-County Parkway, which the county did take out of its comprehensive plan. So I notice it's still in this, as is the alternate, the original Tri-County Parkway. And I believe there is analyses to show that the Bi-County Parkway is maybe something that really wouldn't have the benefits that you would be looking for, especially considering the cost, which makes one wonder why, again, you would take the time to actually put this in. Another one is the Potomac River Bridge that would be over from Woodbridge Route 1 to Charles County and connect with 301, which I've also been told that it's there because it's always been there and it's never going to happen. Don't worry. It was my understanding that that bridge was now considered to be too far north. It would have to be farther south to actually make a significant difference. So again, it would seem like some of this should be rooted out before it's all put in a plan so that people aren't kind of willy-nilly going over, oh, I love this, I don't like that when some of the projects really aren't possible. So that's my time. Thank you very much for the opportunity to speak and good luck in your evaluation.</p>	Kim Hosen
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662	<p>Good evening. I am Mary Craig from Fairfax County. Mr. Chairman, I was listened attentively to your speech, a fast rate of speech thereof.</p> <p>What I am hearing is that you are hyped, juiced and eager to spend lots of money for supposed grand plans. I say we're over-taxed, over-committed to bonding. For example, if you relisten to tapes of your speech, notice there is unconstrained design you say. There is no singular focus, so you must have broad authority and therefore, everything is a go. You said you know your assumptions will and have been wrong. You have data for the last five years, then why should we now trust you or any of these plans?</p> <p>You said no project will solve all the problems but we're doing it anyway. And this is a huge cost. What's missing is cost and other analysis to locals, such as my U.S. 1 corridor in the Fairfax County area. Report is currently presented not necessarily honest. Where is the frank and explicit talk in analysis regarding a) by-passers from outer rings are being given priority over locals already in place?</p> <p>b) locals lose local flavor and may ultimately be forced or simply choose to relocate even farther out as they hope to retain some semblance of local smaller places. This leads to risk of even more commuting rather than addressing the issue at hand.</p> <p>c) if you expand, especially in outer rings, the risk is population moves farther out and you end up with the repeated problem after alleged progress and it's too much money.</p> <p>Mr. Chairman, your favorite chart looks like a big hot mess of lots of lines, byways and long and massive commutes. There's little or no mention of serious negative impacts. You stated it's not about fixing the problem, it's simply keeping traffic from getting worse. And this is at what cost to us, did you say?</p> <p>Most of the things in this plan will not help you say. Someplace to someplace helps us keep up with traffic? Really? I am a prospectus store owner in the U.S. Route 1 ring in Fairfax County. I, and other local shop keepers who do not want to widely increase the number of too many vehicles speeding through our area and bypassing these local stores just in the name of expediency. What and where are the true total costs when I or any local store owners lose parking spaces to widen highways?</p> <p>Locals use and support local area stores. They pay taxes and provide revenue of all sorts. And if we complied with your plan, it's leading to more commuting. You've clearly communicated your plans and risks.</p> <p>Thank you very much.</p>	Mary Craig
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663	<p>Thank you, Chairman. My name is Douglas Stewart. I'm a City of Fairfax resident. The total cost of the projects in the TransAction Plan is about seven times more than NVTA expects to have available in regional funds between now and 2040. Not surprisingly, the modeling showed improvements under the unconstrained plan, but as you've acknowledged, it's not all a realistic scenario. We need a better set of scenarios and questions to help guide how the region will invest a finite amount of money to get the most benefits for the transportation network, our economy and our quality of life. The plan doesn't provide information about cost of the individual or corridor-level projects and the benefits relative to those costs. Now, apparently those costs are available under the hood, but they're not available to us. It does make it difficult to have an informed input. And we understand the cost are hard to pin down at this conceptual level, but it's tough to use the plan to inform the tough choices you will need to make in turning the plan into six-year funding programs. One of the best tools that the NVTA has used is the congested reduction relative to cost measure. And the question really should be what projects or packages of projects get the best bang for the buck under the modeling results and the metrics you've chosen. The plan undervalues the fundamental importance of land use and activity centers in making our transportation more effective and efficient. During the past 15 years, Northern Virginia and the metropolitan Washington region has moved toward focusing development and more compact mixed-use communities through transit. These decisions are reaping significant economic benefits as major employers and retail businesses seek to locate in walkable areas near transit. They also significantly mitigate traffic congestion by giving people more alternatives. In such an economically dynamic region, traffic congestion is inevitable but lack of transportation choices is not. With limited funds, we need to focus our investments so that more people can walk, bike, and use transit for daily trips. The plan contains many smaller projects such as pedestrian and bike improvements through Falls Church and the City of Fairfax, improved access to rail stations on the Manassas VRE Line, and bus connections to Loudoun Silver Line stations that can leverage transit in support of land use to have a regional impact. First and last mile trips are regionally significant. One-third of all trips in Fairfax County are three miles or less, shifting a fraction of those trips from cars to other modes will relieve congestion. I live in the City of Fairfax. I drove on Route 50 to get here, right through the City of Fairfax and down Fairfax County, past Merrifield. Fairfax City is trying to redevelop Route 50 as a pedestrian friendly, bike friendly corridor. In fact, when that happens, that will shift more trips from single-occupancy vehicles to bikes and walking. Those are fewer cars, using a regional major arterial road. That's a traffic solution. So in conclusion, the plan has something for everyone to like, and you'll have to make good choices in developing first part of the six-year plan and the first priority should be those projects that leverage our existing assets.</p>	Douglas Stewart (see #389 too)
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