

Draft TransAction Plan Public Comments

All Comments Received

August 1 - September 18, 2022

The public comment period commenced on August 1, 2022 and ended on September 18, 2022. Citizens were invited to provide comments on the 24-page draft TransAction Plan, and associated Project List comprising 429 candidate projects. English, Spanish, and Korean versions of the draft TransAction Plan were made available online.

While various options to comment were provided, the primary mechanism for submitting comments was via an online comment form, also in English, Spanish, and Korean. The Public Hearing was held on September 8, with options to provide testimony in person and remotely.

223 comments were received from 201 unique commenters.

Comments Received	Raw Count
Comment Form	193*
Public hearing	21
Letter	6
Email	2
Voicemail	1
Total	223

* Includes one comment received in Korean.

The full comments received are provided below.

Draft TransAction Plan Public Comments

Comments by Online Comment Form

August 1 - September 18, 2022

The following is a raw list of online survey responses from the public that were submitted during the public comment period from 08/01/2022 – 09/18/2022. There were 193 online surveys comments submitted, 192 of which were in English and one was in Korean (a translation is provided).

Comment Form Question	Comment Form Submission #1
Name	Carson Wood
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Internet, Reddit
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>I am heavily in favor of more transit projects. Particularly I think...</p> <ul style="list-style-type: none"> - A BRT or LRT system would be excellent in NoVA. Particularly lines like the Merrifield-Tysons (37), Route 7 Tysons-Mark Center (31)....and many others that are being considered! I think this is the true way to reach climate goals, more than any electric vehicle technology. Having a robust HCT around the NoVA suburbs is a MUST! - Northern Virginia is in heavy need of connections to Montgomery County Maryland. Particularly the American Legion Bridge High Capacity Transit (36) seems like a project in great need and the one over the Woodrow Wilson bridge. I think Northern Virginia should collaborate with MDOT on the purple line to go all around. - Of the roadway ideas, I think Outer Potomac River Crossing (23) and East Potomac River Crossing (91) would be beneficial. <p>I personally have lots of connections back to Maryland, but to go back there is always a pain. There are not many options.</p> <p>I am 100% AGAINST any projects to widen roadways. Including TransAction Project ID 314, 170, 376, 328, 219, 52, etc. Road widening is expensive and doesn't work to relieve congestion! We need more transit.</p> <p>I also am in favor of improving bicycle routes, with separated from traffic lanes. Particularly not with plastic bollards but actual concrete barriers.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p>	Agree

Comment Form Question	Comment Form Submission #1
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	If the plan carries out the transit, bike, pedestrian objectives.
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>I am heavily in favor of more transit projects. Particularly I think...</p> <ul style="list-style-type: none"> - A BRT or LRT system would be excellent in NoVA. Particularly lines like the Merrifield-Tysons (37), Route 7 Tysons-Mark Center (31)....and many others that are being considered! I think this is the true way to reach climate goals, more than any electric vehicle technology. Having a robust HCT around the NoVA suburbs is a MUST! - Northern Virginia is in heavy need of connections to Montgomery County Maryland. Particularly the American Legion Bridge High Capacity Transit (36) seems like a project in great need and the one over the Woodrow Wilson bridge. I think Northern Virginia should collaborate with MDOT on the purple line to go all around. - Of the roadway ideas, I think Outer Potomac River Crossing (23) and East Potomac River Crossing (91) would be beneficial. <p>I personally have lots of connections back to Maryland, but to go back there is always a pain. There are not many options.</p> <p>I am 100% AGAINST any projects to widen roadways. Including TransAction Project ID 314, 170, 376, 328, 219, 52, etc. Road widening is expensive and doesn't work to relieve congestion! We need more transit.</p>

Comment Form Question	Comment Form Submission #1
	I also am in favor of improving bicycle routes, with separated from traffic lanes. Particularly not with plastic bollards but actual concrete barriers.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Post-pandemic</p> <p>-I see myself going into the office 2-3 days a week.</p> <p>-I see myself living further away from NoVA and back in MD, I would particular like better transit connections from VA and MD.</p> <p>-I believe that electric vehicles are not a sustainable future, and transit is a better alternative.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Please work with MDOT to have MARC trains connect to NoVA.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/1/2022 7:47 PM

Comment Form Question	Comment Form Submission #2
Name	Nick Webb
ZIP Code	20740
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	r/bikedc on reddit
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I don't live in NOVA, but my girlfriend does. The lack of good bike infrastructure makes both of us feel uncomfortable biking in the city, her more so. We went on a bike ride yesterday and had to carefully plan a route she would be up for. This shouldn't need to happen. It should be easy for people of all skill and comfort levels to ride a bike in their city.</p> <p>The draft plan budgets only \$1.5B for bike-ped</p>

Comment Form Question	Comment Form Submission #2
	<p>improvements, but plans to accomplish a whopping 51 projects with the money. Clearly, it seems that we can impact the most areas and are getting some of the best value for our money in this category. So, we aren't we investing more into it, and diverting funds away from the expensive automobile projects that are also worse for the environment, noisy, space-inefficient, and expensive to maintain and construct. Last year, more people bought electric bikes in the US than electric cars. Our investments should recognize these trends and give people better, safer, and more comfortable access to use their e-bikes and bikes.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Agree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Give more funding to bike-ped projects. We are so far behind in bike-led safety that we need to invest historic amounts to create an actual network of safe trails, connected and protect bike lanes and protected intersections that children, families, new bikers like my girlfriend, and the elderly feel safe and comfortable on.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Investing billions of dollars into highway and road widenings is not sustainable and will not reduce traffic in the long run. It will increase the capacity of the roads and allow more people to drive without congestion. But this will encourage people to drive and live further away from the cities, driving their cars more, and polluting more.</p>

Comment Form Question	Comment Form Submission #2
	<p>Eventually, as new outer suburbs form and more people are willing to drive the longer commutes due to less traffic the roads will fill up again and the widening will have done nothing to reduce traffic for the current residents anyways. This has been studied time and time again. I am a civil engineer who took a Transportation engineering class last semester where my professor talked about this exact subject of induced demand/traffic.</p> <p>That being said, the investments in transit and bike-ped infrastructure is excellent to see. However, I'd like to see more of it to hopefully get better facilities and more projects on the books.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>Congestion pricing works, and I think it is a good idea. Increase the price of parking to market value of the land is also good policy.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	

Comment Form Question	Comment Form Submission #2
Date	8/1/2022 9:36 PM

Comment Form Question	Comment Form Submission #3
Name	Daniella Benedi
ZIP Code	22202
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Reddit
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Telework means commuting should no longer be the central focus of any functioning transit system. But the need for public transit is higher than ever - especially with an environmental crisis looming. Please focus on making your public transit system an all-day, get-anywhere system - for getting around town, not just for getting to and from work centers. And a functioning public transit system is a FREQUENT public transit system - nobody is going to choose to use public transit instead of driving somewhere if the next bus is 30 minutes or an HOUR away - even if the bus is free! 20 minutes should be the bare minimum, with routes on busy streets ideally being 10 minutes or less in frequency.</p> <p>Please provide bus-only lanes, protected bike lanes, and ample lighting on sidewalks, underpasses, and tunnels to make people feel safe enough to choose to bike and walk instead of requiring people to use \$30,000 vehicles as a means of personal protection.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	There is too much emphasis on roadway expansion compared to transit expansion. Getting people out of their cars requires carrots

Comment Form Question	Comment Form Submission #3
	AND sticks - and expanding roadways is very much the opposite of sticks.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	You will never, ever build enough roads to reduce car congestion enough to improve the environment. You will ALWAYS induce demand that results in traffic. There is no environmentally friendly answer that involves making more cars go faster.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>I must emphasize that there is no evidence that road widenings improve congestion. In addition, there is a substantial amount of evidence behind the concept of induced demand and very, very concrete evidence that increasing car capacity is damaging to the environment, even if a greater percentage of those cars are electric cars. There is no climate future that accommodates Americans continuing to drive as frequently as we do today.</p> <p>The following plans are environmentally disastrous and I strongly, strongly urge you to reconsider or abandon them:</p> <p>1, 2, 3, 14, 17, 19, 20, 26 (10 lanes?? more lanes is obviously not working!!), 28, 29, 48, 51, 52, 54, 57, 60, 64, 68, 76, 78, 79, 91, 95, 98, 99, 119, 121, 130, 144, 145, 146, 147, 148, 149, 150, 151, 153, 154, 155, 156, 157, 158, 159, 160, 161, 163, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 191, 197, 204, 205, 211, 213, 214, 215, 216, 217, 218, 219, 220, 223, 226, 227, 228, 229, 230, 231, 232, 234, 235, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 248, 249, 250, 251, 252, 253, 254, 256, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 282, 306, 307, 313, 314, 315, 316, 328, 332, 342, 343, 349, 350, 355, 376, 386, 387, 396, 398, 421, 422, 424, 425, 432, 465.</p>
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:	Parking should never be free. Tolls should be substantial. Public transit should be cheaper than driving.

Comment Form Question	Comment Form Submission #3
<p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Commuter-centric transit should no longer be the goal - people should feel comfortable using public transit to go grocery shopping, go to the gym, meet up with friends, go to restaurants.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Please ensure there is significantly more frequent service on ALL bus lines and provide PROTECTED (with steel or concrete bollards, not flexiposts) bike lanes wherever you are installing bike lanes.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>8/2/2022 1:44 PM</p>

Comment Form Question	Comment Form Submission #4
<p>Name</p>	<p>ALISTAIR FUNGE</p>
<p>ZIP Code</p>	<p>20112</p>
<p>1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?</p>	<p>email</p>
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>Improve shared-use paths throughout area, connecting to public/mass transit centers. Improve rural public transit (add rural routes); add more commuter times for buses and VRE (both directions / both routes) throughout the day. Increase double / triple tracking to enable more VRE services to/from DC. Extended Metro Orange Line to towards Manassas ; Add new Metro line up 28 from Manassas, through Centreville, Chantilly, South Riding and to connect to Silver Line. Replace traffic signals with roundabouts at four-lane intersections throughout region.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p>	<p>Agree</p>

Comment Form Question	Comment Form Submission #4
<p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Need to not necessarily focus on cars first. Think about long term impacts of self-driving cars. Communities need to be bikeable/walkable first before cars. All roads need shared use paths if space is available.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	More bus services (including BRT) for underserved communities. People shouldn't have to take three buses to get to work.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	More people working part time at home, means more rural roads need shared use paths. Many don't even have a shoulder to safely walk on, let alone bring kids / bikes / strollers. This will benefit everyone in rural areas, not just those who might work part time at home.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Rural bus routes (e.g., in Rural Crescent in PWC). Extend Metro lines along 66 and new route up/down 28 from 66.

Comment Form Question	Comment Form Submission #4
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/5/2022 10:00 PM

Comment Form Question	Comment Form Submission #5
Name	Russell Bogacki
ZIP Code	22030
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I heard about it in a Tweet from the Fairfax Alliance for Better Bicycling.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Please provide a safe, wide, path from Route 1 to the Pohick Bay Regional Park area down Route 242 / Gunston Road. The current plan has a path down Route 1, but no connection to the Pohick Bay Regional Park area. The current road connection is single lane in each direction with poor visibility because of overhanging brush / trees. Vehicles travel at 40+ mph on this road. It's a scary route for a bicycle or pedestrian.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	I often use the Burke VRE trail to travel from the GMU area to West Springfield. I'm glad to see you are extending the trail out to Manassas. Please continue to expand these types of trails, keeping cyclists and pedestrians as far away from busy roads as possible.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety,	Neutral

Comment Form Question	Comment Form Submission #5
Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	<p>I approach this as a pedestrian / cyclist. Quoting the following:</p> <p>Intersections & Interchanges: Includes grade-separated interchanges (involving overpasses/underpasses) as well as at- grade intersection improvements that are intended to reduce traffic delay; many of these projects include pedestrian improvements and/or technology enhancements.</p> <p>The key phrase 'many of the projects', should read 'all of these projects.' Improving pedestrian safety should be a top priority.</p>
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Project 435 - provide a path to Pohick Bay Regional Park Area from Route 1</p> <p>other: Why are there so few bollards used to protect pedestrians waiting at intersections? Actually, I'm not sure I've seen any bollards in the area. Bollards would be a wonderful way to help improve pedestrian safety and increase confidence in walking / cycling.</p>
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	<p>The intersection of 638 (Rolling Road) and 620 (Braddock Road) is dangerous for pedestrians. Please address this.</p> <p>Bollards - why no bollards to protect pedestrians who are waiting to cross the street? I think it's</p>

Comment Form Question	Comment Form Submission #5
	shameful to put a crossing button on an island in a busy intersection with no bollards to protect the pedestrian.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	It's fine.
10. If you have any other comments, please share your feedback below.	I think progress is being made. Please improve pedestrian safety at every opportunity.
Date	8/9/2022 10:18 AM

Comment Form Question	Comment Form Submission #6
Name	Jamie B
ZIP Code	20190
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>"OFTEN" includes multimodal elements such as pedestrian and bicycle improvements" says it all. Most of the money allocated for cars on roads with no firm commitment to "ALWAYS" for safe multimodal travel is not equitable, safe, or resilient.</p> <p>\$20.6B Roadway \$1.5B Non-Motorized</p> <p>And this while we remain under the thumb of VDOT's persistent refusal to prioritize safety for anyone other than drivers.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree

Comment Form Question	Comment Form Submission #6
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
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8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/10/2022 9:13 AM

Comment Form Question	Comment Form Submission #7
Name	Lynne Kaye
ZIP Code	20141

Comment Form Question	Comment Form Submission #7
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Email from Loudoun Chamber soliciting comments
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Thank you for sharing the Transaction Plan Document and soliciting public comment. The growth expectations for the area are frightening since traveling within the DC region is already very difficult due to the uncertainty of travel times and the frustration of sitting stuck in traffic. Many of the ideas like the proposed increase in BRTs are very good, so these comments just highlight items for change.</p> <p>The area covered by the plan seems incomplete. Fauquier, especially the area to Warrenton, seems to be part of the NOVA commuting area. In addition, West Virginia just turned Route 9 into a superhighway to the Virginia border, and there is already significant development on the WVA side of the state line which is likely to impact transportation in Loudoun significantly and does not appear to have been considered. Many of the people who provide services in places like Loudoun already commute in from WVA. Route 9 in Virginia seems to be considered outside the plan, yet it is already bumper-to-bumper from the exit at Route 7 heading west (and vice versa).</p> <p>The plan would be aided by more micro-public transportation projects farther away from the center areas of the city. People in the outer areas likely did not prioritize public transportation because there isn't any available. As an example, the only option currently available for the hundreds (if not thousands) of people who work at Stone Springs in Aldie and INOVA Loudoun hospitals and who staff Salamander Resort in Middleburg are to drive cars with a single occupant. The Town of Middleburg Sustainability Committee has been trying to solve the commuting problem to Salamander Resort as well as identifying how to reduce car trips within the Town limits. We feel as if we are totally on our own. It would be nice to be part of a larger plan.</p> <p>Research within the past few years shows that we have loads of excess transportation capacity that</p>

Comment Form Question	Comment Form Submission #7
	<p>just isn't utilized. Specifically, the average car sits idle for 90% of its life, and of its typical 5 seats, an average of only 1.5 are occupied while the car is being driven. In addition, Amazon, UPS, FedEx and USPS trucks and other delivery vehicles often return to their bases empty or at least partially empty. The transaction Plan would be stronger if it included ways to identify and use currently wasted transportation capacity through expanded Mobility as a Service options. (Uber, Lyft and bike sharing are examples of Mobility as a Service). For starters it would help if just Amazon, UPS, FedEx and USPS trucks collected empty boxes from consumers and businesses and carried them back to company warehouses for reuse. While Amazon, UPS and FedEx are private companies, government could partner with them to help reduce needless trips, benefitting the private companies' ability to gauge delivery times and fuel (eventually electricity) consumption.</p> <p>Another area that would benefit the plan is include ways to better link Amtrak and commuter rail lines with other modes of transportation by helping to ensure that rental cars, bike sharing and the like are at stations. Enabling people to get to their ultimate destination once they arrive at somewhere like Lorton, Fredericksburg or Manassas could improve two-way use of these assets and take cars off the road.</p> <p>Thank you for thinking creatively and improving transportation in NOVA!</p> <p>Another consideration missing from the plan is how to use our existing resources more intensively.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p>	<p>Neutral</p>

Comment Form Question	Comment Form Submission #7
<p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>My concern with the TransAction Plan is that population growth and changes to the weather will overwhelm the benefits of the existing TransAction Plan's projects and limit its ability to meet its goals of Mobility, Accessibility and Resiliency. In particular, the resiliency portion of the plan does not seem to contemplate an increase in severe storms disrupting the transportation system. Public transportation that envisions people standing on street corners and platforms as well as transportation plans based on people riding bicycles or walking will only improve transportation if it is cool enough and dry enough for people to be willing to use those modes of transportation. In addition, storms lead to flooding and power outages which are likely to affect the availability of transportation routes, traffic signals and an increasingly electrified vehicle fleet. Assisting individuals and businesses to have rooftop solar, parking covered with solar, electricity storage, and even helping them plant trees to provide cooling shade, capture run-off, and reduce traffic pollutants seem to be relevant pieces of a successful TransAction Plan.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Neutral</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Based on my comment above on resiliency, I'm concerned about the Plan representing its core values. The plan does not seem to contemplate a world with more extreme weather. Heat waves, extreme thunderstorms, hurricanes, tornados and the like all impact the safety, equity and sustainability of transportation. In addition, it would be easy for the change to electrified vehicles to leave some communities of color behind, in which case the plan would not represent its core value of Equity.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the</p>	

Comment Form Question	Comment Form Submission #7
project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>All three of these scenarios are important, and at least some portions of each of the three scenarios is likely to occur in the future. The question is, how are the people implementing the TransAction Plan going to identify that some portion of a scenario is occurring? What plans are in place to pivot the Plan to account for the changes?</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/11/2022 10:28 AM

Comment Form Question	Comment Form Submission #8
Name	Audrey Clement
ZIP Code	22205
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	A friend told me.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	This is a comprehensive plan that offers a lot in the way of transit. However, am doubtful that the addition of 1000 miles of roadway is a positive measure of anything, especially when the means of maintaining the additional mileage has been undermined by EV technology.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of	Neutral

Comment Form Question	Comment Form Submission #8
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>I hate cliches like the word "Resiliency". People constantly intone it, because they think it sounds good and for no other reason.</p> <p>That said, I strongly favor the transit projects in the list over road widening projects except in cases where the road widening is done for the purpose of facilitating the transit mode.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>I am cynical of any institution that says it promotes equity. Equitable outcomes result from doing not saying.</p> <p>Road widening projects without a transit component do not promote sustainability.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Audrey Clement Candidate, Arlington County Board September 8, 2022 Projects: TransAction Project ID #72.h. (Sponsor: Arlington County): Arlington Regional Trail Network: Expansion of Arlington bicycle commuter routes: W&OD Trail. TransAction Project ID #406 (Sponsor: NOVA Parks): W&OD Regional Trail Capacity and Connectivity Enhancements.</p> <p>As a long time bike commuter, I owe my well being to years of biking the trails throughout the Washington, DC metropolitan area. I nevertheless oppose NOVA Parks plan to widen the W&OD Trail inside Arlington--Project ID #72(h) and Project ID #406--on the NVTa projects list.</p>

Comment Form Question	Comment Form Submission #8
	<p>Unlike other jurisdictions, most of the W&OD Trail in Arlington boasts a parallel byway—the Four Mile Run Trail--on the opposite side of Four Mile Run. All that's needed is to redirect some W&OD traffic to the Four Mile Run Trail with appropriate signage and connecting infrastructure. This would achieve NOVA Parks goal of accommodating additional bike traffic at far less expense.</p> <p>The environmental lobby advocates trail widening because it will reduce CO2 emissions by switching drivers to bikers. Aside from the fact that there is little evidence to support this contention, the same lobby has turned a blind eye to the fact that paving a trail immediately adjacent to a stream may actually have more detrimental impacts than paving a road some distance away.</p> <p>Evidence of that phenomenon occurred during the July 8, 2019 DC area flood event. Runoff from I-66 put an entire Arlington neighborhood north of the interstate under water. Yet an equal if not greater amount of damage occurred along the existing W&OD bike trail, when Four Mile Run breached its banks—taking with it tons of infrastructure from two County parks—including part of the trail--and pouring thousands of gallons of polluted water into the Potomac River.</p> <p>The W&OD Trail east of Lee Highway is sandwiched between the I-66 retaining wall a few feet to the left and Four Mile Run a few feet to the right. There is no place to divert the stream let alone plant trees or add to the under story. Widening the trail at this location can only exacerbate runoff and erosion.</p> <p>The bike lobby argues that widening the trail will provide congestion relief. Yet a Toole Design report commissioned by NOVA Parks to support the project indicates that much of the traffic along the trail is recreational rather than commuter.</p>

Comment Form Question	Comment Form Submission #8
	<p>Thus even if this stretch of trail is congested on weekends, NOVA Parks has not demonstrated that widening the trail will provide congestion relief relative to cost (CRRC) on nearby roads. Without that key metric, NVTA cannot legally fund this project.</p> <p>Finally NVTA should adopt a policy similar to the federal government's prohibition on paving over public land, unless there is no suitable alternative, and measures are taken to mitigate the environmental impacts.</p> <p>"(3) REQUIREMENT.—After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project (other than any project for a Federal lands transportation facility) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless—</p> <p>(A) there is no feasible and prudent alternative to the use of the land; and</p> <p>(B) the program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."</p> <p>23 U.S. Code § 138 - Preservation of parklands.</p> <p>Otherwise NVTA will violate § 61-15. C. 2. & 3. of the County's Chesapeake Bay Preservation Ordinance by disturbing water quality in a resource protection area (RPA) through widening of an otherwise exempt bike trail:</p> <p>"C. Exemptions in RPAs. The following land disturbances in RPAs may be exempt from the requirements of this chapter provided that they comply with the requirements listed in subdivisions 1 through 3 below:</p> <p>(i) water wells; (ii) passive recreation facilities and associated amenities such as boardwalks, trails,</p>

Comment Form Question	Comment Form Submission #8
	<p>and pathways, including nature trails operated by government agencies, and trails and bikepaths that provide a link to a planned County trail system or have been recognized by the Director as an integral portion of a public trail network; (iii) conservation or preservation of soil, water, vegetation, fish, and other wildlife; and (iv) historic preservation and archaeological activities. The applicant shall demonstrate to the satisfaction of the Director that:</p> <p>"1. Any required permits, except those to which this exemption specifically applies, shall have been issued; 2. Sufficient and reasonable proof is submitted that the intended use will not deteriorate water quality; and, 3. Any land disturbance exceeding an area of two thousand five hundred (2,500) square feet shall comply with Arlington County Code Chapters 57 (Erosion and Sediment Control Ordinance) and 60 (Stormwater Management Ordinance)." Arlington County Code Chesapeake Bay Preservation Ordinance.</p> <p>For these reasons I urge NVTa not to fund W&OD trail widening in Arlington County. Give the money to other jurisdictions that can demonstrate a greater need and a smaller environmental impact.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>I think the Post-Pandemic 'New Normal' will prevail despite strong institutional incentives to reverse the trend.</p> <p>CASE technology sounds good, but does not take into account a new and vicious technology known as "remote crash", whereby vehicles can be forced to crash using remote control devices. Absent public awareness of such technology, CASE technology will only enhance that capability. At a minimum NVTa transportation planners need to be made aware of remote crash technology.</p>

Comment Form Question	Comment Form Submission #8
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	NVTA has no policy to perform environmental cost benefit analysis on planned projects. Without such a policy, it is impossible to determine the sustainability of any of its projects in isolation or together.
8. Please share any comments you have on the TransAction planning process and/or public participation.	NVTA has done a robust analysis of the projects under consideration using its existing congestion reduction model. It also has an excellent public outreach program for communicating the results of its modeling. However, until/unless NVTA incorporates an environmental cost/benefit analysis into its planning process, it will be unable to determine the long term impact of its transportation program.
9. Please let us know how NVTA could make the review and public participation process easier for you.	NVTA ought to invest in the technology needed to conduct virtual meetings with a video component.
10. If you have any other comments, please share your feedback below.	Tell former NVTA Chair Marty Nohe he is missed.
Date	8/13/2022 4:37 PM

Comment Form Question	Comment Form Submission #9
Name	Natalie Baumstark
ZIP Code	22180
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Facebook
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I really hope that you take in to consideration research based user experience and psychological safety studies regarding how certain features of roads, lights, etc. impact drivers abilities while driving, when designing/renovating roads. The 66 project is a complete nightmare. It feels like the priority was the hot lanes over everything else. It's confusing, distracting and completely unsafe. Opening up all the overpass bridges so drivers see everything - all lanes of traffic on 66, other bridges, etc. creates an overwhelming sensory experience. It's impossible to navigate at night because the lights from all of the vehicles all over are in your peripheral vision and it's difficult to focus on what you need to - the car in front of you. Please talk to optometrists/ophthalmologists/cognitive neuropsychologists about the negative impact the new design has on a persons ability to safely navigate 66 now. I will not drive on 66 anymore and I have a hard time driving over the

Comment Form Question	Comment Form Submission #9
	overpasses over 66 on 50, 123, Nutley, etc. Please do not destroy route 50 as well with similar flyover exchanges and hot lanes. Many more people are working remotely at least a couple of days a week. I would rather \$ be spent on improving mass transit connectivity and dedicated bike trails, than on roads.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	Do NOT widen or add hot lanes lanes to Fairfax county parkway!!!! It's one of the few roads I feel safe on! Re-evaluate the need based on current traffic flow as I travel on that road and post-pandemic there does not seem to be a need for this at all. Do NOT make reversible HOV lanes on 28. They are confusing and
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Do NOT widen or add hot lanes to Fairfax county parkway!!!! It's one of the few roads I feel safe on!</p> <p>The 66 project is a complete nightmare. It feels like the priority was the hot lanes over everything else. It's confusing, distracting and completely unsafe. Opening up all the overpass bridges so drivers see everything - all lanes of traffic on 66, other bridges, etc. creates an overwhelming sensory experience. It's impossible to navigate at night because the lights from all of the vehicles all over are in your peripheral vision and it's difficult to focus on what you need to - the car in front of you. Please talk to</p>

Comment Form Question	Comment Form Submission #9
	optometrists/ophthalmologists/cognitive neuropsychologists about the negative impact the new design has on a persons ability to safely navigate 66 now. I will not drive on 66 anymore and I have a hard time driving over the overpasses over 66 on 50, 28, 123, Nutley, etc. please don't destroy 50, Fairfax county parkway, and other routes as well.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	Please re-evaluate the needs of the various roadways post pandemic. Please dedicate a larger portion of the funding to bikeways, and mass transit accessibility.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	More thorough safety studies based on research in to how drivers perceive lights, exchanges, etc. include human factors engineering, and input from ophthalmologists and cognitive neuropsychologists.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	Better communication on when we can participate. Before decisions are already made.
10. If you have any other comments, please share your feedback below.	
Date	8/14/2022 4:05 PM

Comment Form Question	Comment Form Submission #10
Name	Kripa Patwardhan
ZIP Code	20171

Comment Form Question	Comment Form Submission #10
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	FB
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I think TransAction needs to state explicitly as a goal reducing the presence of cars. Why is safety not recognized as a core value in line with making jobs more accessible through modes other than driving? Driving is THE least safe way of getting around! The fact that a car with more than one person counts as transit is also a red flag for me. I'm not liking how big a share roadways have of projects. Adding new lane miles is ANTITHETICAL to sustainability and "we can't widen our way out of traffic" is not at all a brand new finding. This has been known for decades. An an increase in VMT is NOT desirable. I beg of you to state explicitly that cars as a mode share MUST decrease.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	There's still too much accommodation of cars. Single occupancy vehicles need to be ACTIVELY DISCOURAGED.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	TransAction needs to speak a lot more strongly about how harmful single occupancy vehicles are.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	I'm not liking that there's no talk about REMOVING vehicle lanes.

Comment Form Question	Comment Form Submission #10
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	There needs to be a LOT more congestion pricing.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Start pricing parking.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/16/2022 4:12 PM

Comment Form Question	Comment Form Submission #11
Name	Nika Rose
ZIP Code	22311
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Facebook ad
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and</p>	Agree

Comment Form Question	Comment Form Submission #11
<p>destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	

Comment Form Question	Comment Form Submission #11
10. If you have any other comments, please share your feedback below.	
Date	8/17/2022 12:44 AM

Comment Form Question	Comment Form Submission #12
Name	Gerianne Basden
ZIP Code	22153
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Cycling buddy forwarded me a link on supporting project 406 - creation of parallel cycling and walking trails on W&OD....Before that I'd never heard of NVTa....
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Very pleased to see that improvements will be made for cycling accessibility on roadways....It's so frustrating to try to walk/ bike somewhere only to find the sidewalk suddenly ends....or there's a bridge/overpass with no sidewalk or "shoulder" ...You're forced to walk or bike in the traffic lane! This is my experience after dropping my car off at the mechanics and walking/ cycling home...just a short distance, but taking my life in my hands!
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	If I understand the plan and graphics correctly, I like the idea of building workplaces in the community instead of having to drive long distances to get to work/ shops/ restaurants/ Dr offices..etc...Having walkable areas is a huge benefit not only in reducing pollution and reliance on fossil fuels but in the health benefits of walking.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety,	

Comment Form Question	Comment Form Submission #12
Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Not sure.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Please support Project 406 to create parallel cycling and walking trails on the W&OD (and if possible the same on the Mt Vernon trail...a really DANGEROUS trail due to curves, narrowness of the trail, trees lining the edge of the trail which can result in fatal injuries if one needs to swerve, and erosion spots..holes...a serious danger to fast moving cyclists...)</p> <p>This spring, I collided into an oncoming cyclist along a biking trail because groups of people were walking side by side on the trail and they blocked my view of anyone oncoming. Luckily my tumble didn't result in serious injury but at age 67, it has made me wary of using crowded biking trails, especially with some cyclists going at a reckless speed..</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>You mentioned accidents as an issue...Please consider public service announcements or the use of roadway signage to remind drivers of...</p> <p>Safety First - Pass on the LEFT Safety First - LIGHTS ON when it rains Safety First - Use your SIGNALS when changing lanes/ turning Safety First - STOP for pedestrians in crosswalks...</p> <p>These simple reminders could greatly reduce accidents in the DMV in my opinion....</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	<p>Please provide seniors with discounted transportation passes...As we age, it's harder to drive...</p> <p>I was so impressed meeting an elderly couple at the bus stop in the UK...They explained that although they had a car, it was more convenient to take the bus for an outing. The woman was able to push her hubby...in a wheelchair onto the</p>

Comment Form Question	Comment Form Submission #12
	bus, and secure him in a wheelchair section..Another couple had their DOG on the bus.....getting off the bus, everything was in walking distance... I thought to myself...wish we had this in the USA!
8. Please share any comments you have on the TransAction planning process and/or public participation.	Very encouraged and impressed with these plans especially making things easier for electric vehicle owners..
9. Please let us know how NVTa could make the review and public participation process easier for you.	<p>I've never heard of NVTa and I read the post and listen to NPR for much of the day...Perhaps more public service announcements would enable people to be better informed on these plans.</p> <p>I only watch PBS...I notice that MPT (Maryland Public Television) does an excellent job at informing the public on a range of topics of importance to Marylanders through public service announcements but that's completely absent from the Virginia stations - WETA....</p> <p>If we don't know about your plans, how do you rally support?</p>
10. If you have any other comments, please share your feedback below.	NOVA is such a great place to live and work...We're lucky to have so many amenities. Keep up the good work in improving our area!
Date	8/20/2022 10:13 AM

Comment Form Question	Comment Form Submission #13
Name	Jessica Redmiles
ZIP Code	22192
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	news briefs, facebook ad
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I could not possibly provide LOUDER or stronger support for the transit system changes than I am currently feeling. These are life-giving pieces of connectivity that have been needed for eons, and they'll make a mountain of difference for disabled and low-income travelers.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.	Strongly Agree

Comment Form Question	Comment Form Submission #13
<p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Agree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	PLEASE support and continue to push for public transit reforms! Any and all!
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>I caution against reading the 'new normal' scenario restrictively. While in some ways, lockdown expanded availabilities for remote work and telehealth of great benefit to many disabled people, especially the housebound... in other ways, the slashing of availability of affordable public transit due to pandemic restrictions has also DECREASED the accessibility and mobility of disabled persons. Chronic conditions often conflict with tight schedules, and when the schedule in question is transit, and the transit schedule has anywhere from 40 minutes to well over an hour between pickups at any given stop... that quickly becomes immobilising as there is no margin of error available in schedule intervals. Interpreting this as lack of need or interest, and proceeding to either maintain or deepen slashes of service, can only do even greater harm to the populations that benefit the most from robust transit options.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #13
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	If possible, streamlining fare payments into a central system or a system with contiguous compatibility with other local transit systems.
Date	8/20/2022 9:34 PM

Comment Form Question	Comment Form Submission #14
Name	Steven Ward
ZIP Code	22102
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	NVTa Email
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The plan correctly notes that Northern Virginia's fatality and serious injury rates for motor vehicle crashes have increased over the past four years. Crashes are the major source of delays on local roadways and motor vehicles poses a growing threat to vulnerable roadway users. The plan needs to consider a cost-benefit analysis of improved law enforcement measures to reduce speeding and reckless driving and keep unsafe vehicles and repeat offenders off the road. NVTa also should consider engaging the federal government to apply technical solutions to individual motor vehicles (speed governors). It is possible that these measure could make billions of dollars of spending for new highway unnecessary, freeing resources to keep existing highway infrastructure in good repair and to subsidize transit as the more effective option for reducing traffic.</p> <p>The plan needs to be clear on prioritization of projects. Many of the bike-ped projects appeared linked to roadway, interchange, and transit projects, which suggests these improvements will occur, if at all, at the end of the larger projects. A more forward leaning plan would prioritize projects that get people out of cars and into active transportation as quickly as possible. Trails, shared-use paths, and protected bike lanes offer the most cost-effective and responsive means to achieving NVTa goals and values</p> <p>In short, the plan says the right things, but the project list, without more context, seems to</p>

Comment Form Question	Comment Form Submission #14
	emphasize projects that go against most of the plan's goals and values.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	Transit project descriptions leave unanswered questions about how infrastructure improvements might improve overall performance of the multimodal transportation system beyond accessibility and possibly resiliency. Plans should describe how transit will be made more affordable and reliable to induce commuters and others to use active transportation to exploit multimodal options.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The plan's continued emphasis on expanding highway lanes and incentivizing more motor vehicle traffic undercuts its other attempts to promote transit and multimodal options. Per above, NVTa plan seems more likely to induce new traffic congestion with more lanes and tolls.</p> <p>More funding and greater prioritization of bicycle infrastructure will rapidly achieve NVTa values and goals.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 76 shows that Route 236 will be widened from 4 to 6 lanes. The description of the project should include shared use paths on both sides, which I believe are part of the current proposal.</p> <p>Project 403 states that Huntington Metro is in the City of Alexandria, but it is in Fairfax County.</p>

Comment Form Question	Comment Form Submission #14
	<p>Project 445 Route 309/Glebe Road: McLean to Ballston Bike Connections. Route 309 would require extensive widening to add low-stress bicycling infrastructure between McLean and Kirby Road. A better connection that could be added, with a few exceptions, using existing wide streets would be to install protected bike lanes along Great Falls Street (Route 694) between Chain Bridge Road and the W&OD Trail, which connects to the Custis Trail just past East Fall Church Metro Station. This project should be a high priority.</p> <p>General: Descriptions of proposed bicycle improvements as part of larger multimodal improvements at Metrorail stations should be as detailed as those given for Project 12 Herndon Metrorail Multimodal Improvements.</p> <p>General: All proposed multimodal improvements for transit hubs should include secure bicycle parking (Project IDs: 12, 66, 70, 87, and 195).</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>NVTA plans should promote all engineering, technological and policing efforts to reduce or eliminate the post-pandemic normal of reckless and distracted driving, especially speeding, which, as the plan points out, is behind most delays and the threat to life on regional highways and increasingly local streets.</p> <p>Express lanes appear to benefit the few while still creating congestion and the inevitable choke points. Increase tolls promote cut-through traffic that ruins some neighborhoods. In short, NVTA should emphasize getting people out of cars, rather than advantaging some motorists who can afford express lanes and disadvantaging other road users and nearby residents.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>As mentioned above, NVTA plans should promote all engineering, technological and policing efforts to reduce reckless and distracted driving, especially speeding.</p> <p>The plan also needs to be clearer about projects to mitigate the impact of climate change, especially the impact of more flooding and storm</p>

Comment Form Question	Comment Form Submission #14
	<p>damage that impedes roadways and affects traffic signals.</p> <p>Plan should be more forward leaning on near term solutions to reduce vehicle miles traveled, much of which should involve better bicycling infrastructure and more reliable transit options.</p>
8. Please share any comments you have on the TransAction planning process and/or public participation.	Planning process seem adequate but the NVTa appears to have ignored the public responses from the 2021 survey.
9. Please let us know how NVTa could make the review and public participation process easier for you.	Process is good.
10. If you have any other comments, please share your feedback below.	No other comments.
Date	8/21/2022 2:16 PM

Comment Form Question	Comment Form Submission #15
Name	Eric Blair Eric
ZIP Code	22310
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Fairfax Alliance for Better Bicycling social media
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	While the increase in projects involving trails, shared-use paths, and protected bike lanes is laudable, the plan and project list suggest that many are tied to lengthy road projects or major transit hub projects rather than rapid, short-term efforts to create the type of bicycling and walking infrastructure that could have an immediate impact on reducing congestion and pollution.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree

Comment Form Question	Comment Form Submission #15
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Plans should describe how transit will be made more affordable and reliable to induce commuters and others to use active transportation to exploit multimodal options.
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Adding funding and greater prioritization of bicycle infrastructure will more rapidly achieve NVTA values and goals.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	NVTA plans should promote all engineering, technological and policing efforts to reduce or eliminate the post-pandemic normal of reckless and distracted driving, especially speeding, which, as the plan points out, is behind most delays and the threat to life on regional highways and increasingly local streets.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	As mentioned earlier, NVTA plans should promote all engineering, technological and policing efforts to reduce reckless and distracted driving, especially speeding.
8. Please share any comments you have on the TransAction planning process and/or public participation.	It feels as though the NVTA appears to have not fully incorporated the public responses from the 2021 survey.
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/21/2022 8:13 PM

Comment Form Question	Comment Form Submission #16
Name	Jody Haltenhof

Comment Form Question	Comment Form Submission #16
ZIP Code	22102
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through an email
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p>	

Comment Form Question	Comment Form Submission #16
Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	It seems that in most areas you are predicting growth. Are you taking into account the percentage of workers that will still be working from home. As a car commuter, Mclean to Ballston daily, I have noticed most buses are carrying only 1-6 passengers at a time. This is , of course , a very unscientific assessment, I am sure you have the exact numbers. My question; isn't there a way of decreasing the size of the buses, eliminating so much gas/diesel in some of these areas where bus commuters have lessened? Why are you running overly large buses on routes that have decreased commuters. I understand there would be an initial cost but the advantage in the long run to Arlington and the environment could be noticeable . Thank you
Date	8/24/2022 9:22 AM

Comment Form Question	Comment Form Submission #17
Name	William May
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	email
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of	

Comment Form Question	Comment Form Submission #17
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>AGAINST Construct Van Buren North Road: Cardinal Drive to Dumfries Road, Project 273 is a total waste of taxpayer money.</p> <p>I am against spending ~\$200,000,000 or more on the Van Buren Road extension because:</p> <p>It would dead end on Route 234 - there is reasonable or planned no way to extend it further south - it is an unneeded road going to nowhere</p> <p>It would greatly increase traffic at the Van Buren Road/Route 234 intersection, one already backed up in the morning and evening</p> <p>It would make worse the traffic increase that will be caused by Rosies Gaming Emporium opening in 2023</p> <p>It would damage existing wildlife</p> <p>It would create too much noise for communities already bordering the proposed extension</p> <p>The cost will greatly increase due to our current high inflation rate</p> <p>The ~\$200,000,000 would be better used on other important PWC road projects</p> <p>Thanks for listening.</p> <p>William May 17673 Four Seasons Drive</p>

Comment Form Question	Comment Form Submission #17
	Dumfries, VA 22025
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/24/2022 9:23 AM

Comment Form Question	Comment Form Submission #18
Name	Alex Goyette
ZIP Code	22304
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	social media posts
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Roadway projects still receive the largest amount of funding, which conflicts with the region's goals of sustainability and affordability. Continuing to invest in ever-increasing car travel will only incentivize more people to live farther from work, worsening traffic and emissions. This mode is also the least efficient at moving people.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of</p>	Disagree

Comment Form Question	Comment Form Submission #18
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Continued dominance of car-centric investment is a band aid that may help these goals in the immediate term, but long term will make the region less mobile, less accessible, and less resilient.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>More projects are dedicated to single occupancy vehicles than any other mode, despite them being the most dangerous, most expensive, and least sustainable mode of travel. A Plan representing these core values would spend the vast majority of funds on transit and bike/ped improvements, while this plan leaves those priorities only a small portion. The plan sees an increase in vehicle miles traveled; the goal should be a decrease.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>The word "widening" appears in the document an alarming 112 times. This will incentivize more car travel, putting people who live in the region in danger. All road widening projects should be scrapped. Projects that widen roads as an element of a transit project should instead convert existing general purpose lanes.</p> <p>Project 3 in particular runs through a community that has already suffered multiple casualties from traffic violence. It's abhorrent that NVTa is putting this largely-immigrant community in even worse danger by widening the road.</p> <p>Project 35 is welcome and I hope to see it prioritized. Project 366 is sorely needed, and project 41 is a priority in Alexandria.</p>

Comment Form Question	Comment Form Submission #18
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	True prioritization of public transportation and bike/pedestrian improvements.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/24/2022 10:46 AM

Comment Form Question	Comment Form Submission #19
Name	David Byrd
ZIP Code	22314
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I'm part of a housing advocacy group that focuses on improving affordability in the region. One of the members posted this as transportation design is a vital counterpart to housing policy.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	While I am grateful to see NVTa invest in multi-modal infrastructure, I believe more needs to be done. The expectation of a nearly 10% increase in VMT for the outer suburbs is, frankly, unacceptable. Focusing on infrastructure that incentivizes increased sprawl and car dependency only makes the problems of emissions, accessibility, congestion, and expense worse down the road. Rather than investing huge amounts of money into temporary solutions, I would like to see NVTa aggressively pursue more

Comment Form Question	Comment Form Submission #19
	<p>durable changes to the region's mobility challenges.</p> <p>Neutral</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Increasing the connectivity of BRT and VRE go a long way to improve access to people, but I would like to see greater investment in non-motorized infrastructure. Most trips people take are local, either to their homes or to transit access, but currently many of the preferred routes are not safe for non-motorists. This poses a great cost on anyone who either cannot drive or cannot afford a car.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>A plan that anticipates such a large increase in VMT for a majority of the region cannot reasonably be called sustainable. Reductions in the inner core are welcome, but insufficient. Concerning non-motorized trips, this plan appears to be worse than simply doing nothing.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p>	<p>Incentives and pricing are one of the most effective ways to alter behavior, but NVTa needs to support such a policy with the appropriate infrastructure to give people a real choice. Without that infrastructure, it will be nothing more than a tax on the poor.</p>

Comment Form Question	Comment Form Submission #19
<p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/24/2022 11:51 AM

Comment Form Question	Comment Form Submission #20
Name	Catherine Weinstock
ZIP Code	22042
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Facebook
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	This document does not provide sufficient information about the multiple projects (46, 67, 29, 289) that are listed for Route 29 near where I live. It is very unclear what land will be used.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree

Comment Form Question	Comment Form Submission #20
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>projects 46, 67,29, and 289 - Very unclear where the land for BRT, Express bus and Route 29 trail will come from. I live in the Dover Park Condominiums and if the service road is eliminated for these projects, it will very negatively impact residents. Residents of Dover Park Condo and the adjacent Fairfield Crossing and townhouse development can only access Route 29 by crossing the service road. In order to reach Route 29 from the Dover Park Condos, vehicles must cross the service road at the entrance on Windsor Drive or must travel on the service road to reach the traffic light at Route 29 and Hollywood Rd or to reach the entrance at Windsor Drive. Further, the service road is used by residents for parking by Dover Park residents on the side of the service road adjacent to our property and elimination will have a very negative impact on residents. Further, FCPS school buses travel on the service road and at least one route has a bus stop on the service road. Another concern about a trail is trash as the cleaning service that our condo association pays for already is picking up trash thrown on our property from the service road. Also concerned about access to the bus stop at Windsor and Route 29 if one would have to cross a trail in order to reach it. Further, WMATA had cut back on service on the 2A so unclear if WMATA has any plans to increase service.</p>
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.	<p>Post-Pandemic - while less people may be commuting to work, this does not mean that people will stop needing to use cars or that traffic on Route 29 will decrease to the amount that elimination of any lanes on Route 29 would not have a significant impact on traffic. WMATA has not restored service on the 2A route that travels</p>

Comment Form Question	Comment Form Submission #20
<p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>on Route 29 to the service levels from early March 2020 and does not appear to have plans to do so. It is not feasible to assume that everyone can walk or bike to where they need to go or can afford to pay \$25 to Uber one way in order to go to the dentist.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/24/2022 12:37 PM

Comment Form Question	Comment Form Submission #21
Name	Vincent Minnocci
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Work forum
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I love seeing that we will spend more on transit and non-car compared to roadway improvements and widenings. An improved car-free transit system will alleviate stress on our roadways. I would encourage against widening projects since an increase in supply will lead to an increase in demand which will put you in the same situation later down the line. I love building a BRT and any "road-diet" projects to make non-car travel more comfortable and enjoyable.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's</p>	Agree

Comment Form Question	Comment Form Submission #21
ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/24/2022 3:08 PM

Comment Form Question		Comment Form Submission #22
Name		Collin Oswalt
ZIP Code		20194
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		Facebook post
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		We should not widen any highways and should instead focus on railway projects as well as improving intra-city traffic in Arlington and urban areas in Fairfax by creating protected Bike lanes with concrete barriers.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		While the protected bike lanes are good, I think road widening only increases our dependency on cars and creates less dense living spaces. I say it the plan basically splits the difference
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.		Again, the rail and bike lanes are good, but balancing that with the highway widening, it probably comes out to a net zero improvement
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.		#21: Protected bike lanes are a good idea, but highways aren't really the place they're most needed. Arterial roads through cities have far more bike traffic and would be better served there.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-		"New Normal" - I think this would decrease the reliance on arterial roads and increase the demand for intra-city travel. I read an article in the Washington post (https://www.washingtonpost.com/transportation/2022/05/24/pandemic-suburbs-downtown-

Comment Form Question	Comment Form Submission #22
<p>19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>retail/) about how suburban amenities are now appealing to people who work remote. Despite being able to stay home, people do prefer to go outside and be social while they work, and they shouldn't have to travel far for basic amenities. I think it's more important than ever to focus on intra-city, walkable, bikeable travel as people become even less reliant on cars for commuting</p> <p>"Technology" - With automated vehicles, there should probably be fewer cars on the road: if people can rent cars out to ride-share services while they aren't using their own cars, then it will decrease the reliance on owning a car as taxis become cheaper. Additionally, self-driving vehicles will likely require different, less intrusive infrastructure. City codes require, for example, clearance on either side of a road based on the width of that road. These codes can be loosened with self-driving cars since they're less likely to fly off the road. Fewer lanes will be required, fewer stop lights, and perhaps fewer roads at all: several city blocks can be made no-drive zones while automated cars circle around looking for rides.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	<p>Discord server or twitch livestream</p>
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>8/24/2022 8:38 PM</p>

Comment Form Question		Comment Form Submission #23
Name		Kenneth Gartner
ZIP Code		22079
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		NVTA Twitter feed
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		VRE has serious potential to be even more of a world class commuter rail system once Long Bridge bottleneck clears up. Decreasing headways and providing additional service would provide a significant benefit to the entire region.
3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.		
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.		ID 302 and 303 would have a significant benefit, and I would feel much less reliant on one mode of transportation.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected,		It sounds as though the region is preparing for multiple scenarios, which is encouraging to see.

Comment Form Question	Comment Form Submission #23
<p>automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/25/2022 3:17 PM

Comment Form Question	Comment Form Submission #24
Name	Elizabeth Korte
ZIP Code	20147
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Facebook post
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	

Comment Form Question	Comment Form Submission #24
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	We are particularly interested in Project ID's 288 and 372. Currently walking to the metro from Farmwell Hunt is fraught with challenges, and these projects will make a huge difference!!
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/25/2022 4:06 PM

Comment Form Question		Comment Form Submission #25
Name		Matthew Savage
ZIP Code		22043
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		Website
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		I would like to see more investment in transit as opposed to roadway.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.		
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.		
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles		

Comment Form Question	Comment Form Submission #25
<p>becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/26/2022 10:45 AM

Comment Form Question	Comment Form Submission #26
Name	Richard Dunbar
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	E-mail.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I oppose the extension of Van Buren Road in Prince William County (Project #273). This road would destroy green buffer space of communities that would border it, enable commercial development between these communities and I-95, thus increasing noise, pollution and reducing the safety and security of residents. The road would create major intersections at the entrance of Copper Mill Estates and at Cardinal Drive and Benita Fitzgerald Drive that would make it harder for the residents of communities at these intersections to enter and exit. It would bring more traffic past Fannie Fitzgerald School which is already congested during mornings and afternoons. It would have no impact on through traffic on U.S Route 1 or I-95. Access to Cardinal drive from Route 234 is already provided via Minnieville Road and Spriggs Road. The county needs to focus on improving traffic flow at major intersections, improving public transportation, reducing speeding and red light violations, rather</p>

Comment Form Question	Comment Form Submission #26
	than destroying the quality of life of residential communities.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Agree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	Equity is not used or explained in the description linked to it.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	See my comments above about Project #273.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>I don't think there is a new normal. It appears traffic is back to it's pre-pandemic volume. Electric vehicles are still a long way off for most people. I would concentrate more on changing travel behavior.</p>

Comment Form Question	Comment Form Submission #26
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/26/2022 1:18 PM

Comment Form Question	Comment Form Submission #27
Name	Jason Schwartz
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Online
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<ul style="list-style-type: none"> -There is too much money going into roadway projects to widen roads -Not enough money going towards non-motorized projects -BRT projects need to have dedicated lanes for busses -Need to have more aggressive VMT reduction target for 2045
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	-More funding needs to go to transit projects
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety,	Disagree

Comment Form Question	Comment Form Submission #27
Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Too much funding for roadway projects to expand roads which is not safe, equitable or sustainable
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	111 - Need to improve cycle infrastructure around the connection from Clarendon Blvd to Fairfax Blvd. Right now the connection is not safe and requires multiple street crossings.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	Post-Pandemic 'New Normal' -> need to focus on transit and non-car travel across the region, not just connections to DC Technology -> Need to ensure the investments in car centric infrastructure focuses on reducing VMT and crashes Incentives/Pricing -> Need to ensure incentives are in place to reduce VMT and generate revenue for non car centric initiatives
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/26/2022 2:52 PM

Comment Form Question	Comment Form Submission #28
Name	Stephen Repetski
ZIP Code	20024
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	For the sake of our region, reducing sprawl, and our environment, NVTa must begin to prioritize transit and deprioritize roadway construction

Comment Form Question	Comment Form Submission #28
<p>2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>projects. Transit projects should *not* include roadway widening when at all feasible. Instead, funding should be given to projects that reallocate underutilized roadway space away from single-occupancy cars towards higher-efficiency buses, light rail, carpooling, or walking/biking.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>NVTA continues to negatively prioritize roadway expansion (28 widening, Fairfax Connector widening, etc.) at the expense of transit projects that would allow for increased density. Projects are *not* "multimodal" just because they include a shared-use path on a single side of the roadway with pedestrian crossings every 2+ miles.</p>
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>NVTA and TransAction continue to advocate for roadway widening. Nearly 1000 people die every year on Virginia roads, and a non-insignificant cause of some of these crashes are roadway design and roads meant to speed up cars.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I strongly DO support projects: 34, 116, 31, 101, 302, 303, 45</p> <p>I strongly do NOT support projects: 23, 91, 314, 388, 227, 170, 376, 389, 395, 124, 328, 433, 219, 243, 344, 52, 263, 95, 394, 350, 337, 26, 282, 424, 226, 264, 2, 190, 192, 464, 251, 84, 268, 214, 57, 342, 77, 180, 131, 222, 276, 97, 75, 79, 387, 392, 51, 216, 68, 163, and more. Projects whose main</p>

Comment Form Question	Comment Form Submission #28
	<p>focus is roadway widening should not be funded.</p> <p>37: This project should reallocate existing space to transit, and not include new roadway widening</p> <p>18: This project must focus more on reallocating space from cars to biking/pedestrians, rather than adding new construction and widening.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	Rate the environmental impact of these projects higher. Roadway widening and its induced traffic demand are not beneficial to the environment.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/26/2022 3:18 PM

Comment Form Question	Comment Form Submission #29
Name	Chris Slatt
ZIP Code	22204
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Twitter
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	

Comment Form Question	Comment Form Submission #29
2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>

Comment Form Question	Comment Form Submission #29
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario and a "bike-ped-transit" scenario.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTA projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	8/26/2022 3:31 PM

Comment Form Question	Comment Form Submission #30
Name	Carter Stevens
ZIP Code	22102
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Instagram ad
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Seems pretty well put together and thought out. Would prefer a greater emphasis on creating new rail or tram lines to connect the existing Metro and VRE infrastructure but realize these would be massive projects.
3. NVTA has identified three goals for TransAction and the future of transportation in Northern	Agree

Comment Form Question	Comment Form Submission #30
<p>Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Even with these updates, a personal auto will still be the faster transit method for many residents.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	More new rail lines or tramways to enhance the existing rail lines, going beyond buses

Comment Form Question	Comment Form Submission #30
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/27/2022 12:06 PM

Comment Form Question	Comment Form Submission #31
Name	Tom Michaelman
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From another member of the Four Seasons Community
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	My group consists of members of Cardinal Grove, Four Seasons and Copper Mills communities. The proposed Van Buren Road Extension will run either through or adjacent to our communities. Our concern is that the proposed road represents danger to us. The road will go through the middle of Cardinal Grove. Trucks will be whizzing by their backyards 50 ft. from where their children will be playing. Children in Copper Mills will have to wait for school buses in what will be a busy intersection. The proposed road will run parallel to Four Seasons allowing criminals to use the road to park their cars and walk into our community, rape and pillage our over 200 single women, mostly widowed, and escape back to their cars (there is no fence). Currently all cars must come in and out of our gate where they are photographed which is a huge deterrent to criminals. I have made all the county supervisors aware of the danger and, to date, the safety issue has not been studied by the county or any other government entity.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's	

Comment Form Question	Comment Form Submission #31
ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	How about the most important issue which is the safety of our members?
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	I have not read anything that says the safety issue has been addressed.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Van Buren Road Extension
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	How about the safety issue?
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	You need to address the specific Safety issues of each project.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/27/2022 3:54 PM

Comment Form Question		Comment Form Submission #32	
Name		Karina H	
ZIP Code		22101	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		By looking into road usage in NoVa.	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		The Transaction Plan Document is extremely biased towards cars, which will just encourage greater car dependency in NoVA, be against the region's climate goals, and worsen pollution in our neighborhoods. In addition, with the increase in fatalities with car accidents, we should be limiting the number of cars on the road, and this plan does not do so. It is a failure by NVTa and completely unsustainable.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Strongly Disagree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most. Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Strongly Disagree	

Comment Form Question	Comment Form Submission #32
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>I would like to see more attention and funding towards regional rail.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	<p>We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals</p>

Comment Form Question	Comment Form Submission #32
Date	8/28/2022 1:19 PM

Comment Form Question	Comment Form Submission #33
Name	Anna Cooper
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Facebook
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Far too much money is proposed for widening highways. Fixing the mass transit system and making it accessible and reasonable to areas like Burke and West Springfield is much more important. It will improve safety and accessibility (and sustainability) to improve mass transit in the form of Metro trains, buses, regional transport, light rail, VRE, etc.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	It is 6x as long for me to take Public transit + Lyft, because public transit doesn't reach my work safely as it is to drive my own car. This plan does not adequately address that, even with the regional transport. Far more money needs to be allocated to Public transit, WMATA, VRE, etc.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	It is not sustainable to keep widening the highway. Please spend more money on measures that will reduce cars, like transit systems that make sense, that are affordable, and that are safe. Wider roads require construction and could cause more traffic, which makes them less safe.

Comment Form Question	Comment Form Submission #33
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	A light rail
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/28/2022 9:51 PM

Comment Form Question	Comment Form Submission #34
Name	Sarah Hurst
ZIP Code	22206
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	We should be focusing on sustainability and NOT road expansion. Transit is the most important investment we can make now.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	With more work from home, fewer people will be commuting on a daily basis. This is a big opportunity to invest in transit and allow even more people to get off the highways.
3. NVTA has identified three goals for TransAction and the future of transportation in Northern	Strongly Disagree

Comment Form Question	Comment Form Submission #34
<p>Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>NO road widening</p>

Comment Form Question	Comment Form Submission #34
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	<p>We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.</p>
Date	8/29/2022 10:04 AM

Comment Form Question	Comment Form Submission #35
Name	Justin Pile
ZIP Code	22202
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Family
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Less reliance on cars, more walkable/bike able and better public transportation
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal</p>	Strongly Disagree

Comment Form Question	Comment Form Submission #35
<p>transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only"</p>

Comment Form Question	Comment Form Submission #35
<p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	<p>We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.</p>
Date	8/29/2022 10:50 AM

Comment Form Question	Comment Form Submission #36
Name	Bryan Pinsky
ZIP Code	22302
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Social Media post
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I appreciate the underlying efforts to improve transit capacity and environmental impact of our transit system, however I feel as though many of the road projects that widen our major roads only server to enable the current car focused transit system. This has caused historically an inequity in funding for other transportation and has caused many of the environmental problems that we experience today as well as made public safety more prone to fatal and serious injuries during accidents. There are more environmentally friendly measures to meet future transit capacity that can be taken by the expansion of transit rail activity (outside of rush hour, more frequent train departures with purchase of more train engines, etc.) and</p>

Comment Form Question	Comment Form Submission #36
	encouragement of bus transit (reduction of highway lanes to repurpose for bus only traffic, more frequent bus departures).
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	While there are some efforts to improve these aspects most of the money is subsidizing individuals who own vehicles. There is no enough effort to make our public transit more reliable or accessible.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	The expansion of roadways does nothing to help the safety, equity, or sustainability of the region we should avoid taking those lines of action for at all possible costs. More dangerous for every form of transportation whether that is drivers, cyclist, walking or rolling pedestrians.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p>	The new normal behavioral changes were also very dependent on our existing infrastructure. If we had more frequent departures and could provide riders of public transit a more comfortable riding experience there would have like been less of a drop off during the pandemic. Other countries with better funded public transit did not see the same amount of drop off in ridership.

Comment Form Question	Comment Form Submission #36
Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	I would like to see an expansion on details for how pedestrian and bike safety will be implemented to make our streets more accessible. Also having improved standards for individuals with disabilities to be able to navigate through streets safely.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/29/2022 11:37 AM

Comment Form Question	Comment Form Submission #37
Name	Michelyne Chavez
ZIP Code	22204
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Arlington County newsletter
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	There needs to be an investment to the Columbia Pike and South Arlington region. Make Columbia Pike more walker and biker friendly by widening the side walks and creating a bike only lane for the entirety of Columbia Pike to connect the nearby trails and increase bike safety. Create a bus only lane.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	Strongly Disagree

Comment Form Question	Comment Form Submission #37
<p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes.</p> <p>Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>

Comment Form Question	Comment Form Submission #37
<p>becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Trail connection between mount vernon trail and the WOD trail THROUGH Columbia Pike. Add a bike lane and make Columbia Pike less car-dependent.
8. Please share any comments you have on the TransAction planning process and/or public participation.	This needs to be promoted more to actually get the public involved.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	8/29/2022 1:11 PM

Comment Form Question	Comment Form Submission #38
Name	Jack Wagner
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Four Seasons group against this proposed road behind our property and our home.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>1. Safety to our community as anyone will have easy access to our community and especially our home as the road will be right behind our home and many others. We were already robbed in broad daylight.</p> <p>2. KHOV the developers of this community failed to notify us before we made a contract with them that this was a possibility. If they had let us know we never would have moved in here. We signed a contract in 2004 so you can see we've been here a long time.</p> <p>3. The noise from 234 and 95 is already noticeable and as fall and winter come it will get louder as the leaves fall. It is especially loud in the winter and early spring until the leaves come out again. If the trees are cut down it will be worse as undoubtedly trucks will use the cut through road to avoid the scales on 95.</p> <p>The congestion is not as bad now that people can go beyond 234 to get off to go farther south.</p>

Comment Form Question	Comment Form Submission #38
	4. This road is not necessary and is not in the best interest of three communities. Two of the three communities have young children living in them and is definitely a safety issue for these families.
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #38
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/29/2022 5:14 PM

Comment Form Question	Comment Form Submission #39
Name	Grant Mandsager
ZIP Code	22207
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I saw a post about comments on social media.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	This question uses the term "travelers" but in the plan it is far too often drivers. In order for us to meet our carbon targets, to make our communities safer and more equitable, the Plan must adjust its scoring so that projects will reduce the amount of Vehicle Miles Traveled.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	A transportation network that requires owning and maintaining a car is not accessible, and car-first transportation planning necessarily endangers and limits the ability for travelers to avail themselves of multimodal travel. A car-first

Comment Form Question	Comment Form Submission #39
	transportation network is not resilient, as evidenced but the gas price shock panic and other inevitable consequences of climate change make the likelihood of disruptions of this fragile system more likely. A network that truly enables biking, walking and transit is much more resilient.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	Car-dependent infrastructure is dangerous, the pollution and noise of driving disproportionately affects people of color and lower socioeconomic status. If we are to meet our carbon goals, any plan that doesn't decrease vehicle miles traveled is not sustainable.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	

Comment Form Question	Comment Form Submission #39
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	8/29/2022 9:22 PM

Comment Form Question	Comment Form Submission #40
Name	Jerry Cowden
ZIP Code	22204
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Action alert from Sustainable Mobility for Arlington County
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most. Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased

Comment Form Question	Comment Form Submission #40
	<p>VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	<p>We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.</p>
<p>Date</p>	<p>8/29/2022 9:36 PM</p>

Comment Form Question		Comment Form Submission #41	
Name		Samuel Evans	
ZIP Code		22203	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		Instagram	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		Generally the amount spent on transit is great. There is a lot spent on roads rather than pedestrian bicycle infrastructure, follow the most efficient money sources not the flashiest. Also, I am all for making buses more predictable, speeding them up, and adding more frequency, but building massive infrastructure for buses is a waste of time, spend the money on bicycle infrastructure to get people moving and more rail lines, for instance an expansion of the orange line and a ring route connecting the silver and orange lines to the blue and yellow would be fantastic and would dramatically increase the ridership of all lines.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Agree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.			
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Agree	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.			
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.			

Comment Form Question	Comment Form Submission #41
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	Focus on pedestrian, bike and rail infrastructure, they are the most efficient and being people together rather than separate them along socioeconomic boundaries
Date	8/29/2022 10:43 PM

Comment Form Question	Comment Form Submission #42
Name	Richard Walker
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p>	Strongly Disagree

Comment Form Question	Comment Form Submission #42
<p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility shouldn't just be car focused. A lot of people rely on public transit to get to work, and the plan needs to take into account their needs. As for resiliency, the only truly resilient plan is one that reduces vehicle miles traveled.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Increasing vehicle miles traveled is inherently unsafe -- for drivers, cyclists, and pedestrians. Prioritizing public transit and safe spaces for pedestrians and cyclists is key to public safety. Public transit is more equitable, too. Families shouldn't be forced to purchase a motor vehicle in order to go to work or visit the grocery store.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	

Comment Form Question	Comment Form Submission #42
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	Scoring for NVTa projects should reward those that reduce Vehicle Miles Traveled. That would be safer for all, and would be more sustainable in the long term.
Date	8/30/2022 9:16 AM

Comment Form Question	Comment Form Submission #43
Name	Thomas Esquina
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	My HOA Historic Four Seasons Dumfries VA
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety,	Disagree

Comment Form Question	Comment Form Submission #43
Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>The proposed Van Buren Rd (VBR) project #273 will go directly through the middle of Cardinal Grove Community, the entire eastern side of the retirement community of Four Seasons and Copper Mill Estates. These communities are affected by this project including Fannie Fitzgerald Elemenarty school on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr. All those school children, parents and buses will be negatively impacted by VBR project #273. Historic Four Seasons as well as the civic associations (Dale City, MidCounty) want to review the environmental impact studies. There are 2 creeks the project will effect, Powell and Dewey. Also we want to review the noise impact. Since VBR project #273 will destroy large, old growth trees, wildlife habitats and wetlands. It will increase noise pollution from VBR and the adjacent I95.</p> <p>It will decrease the safety and security of each community and the residents of all ages, seniors to school children.</p> <p>The county told us years ago that the road was needed to relieve traffic on I95 and Route 1, this is no longer the case. I95 has added express lanes widened the regular lanes from Occoquan to Quantico. Also the widening of Route 1 from Woodbridge to Quantico is funded and well underway.</p> <p>Please let's save the quality of life for the people of Prince William County.</p>
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and	

Comment Form Question	Comment Form Submission #43
programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/30/2022 9:31 AM

Comment Form Question	Comment Form Submission #44
Name	Ben D'Avanzo
ZIP Code	22202
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	SUSMO
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	We need to stop prioritizing cars and projects to widen roads and make cars go faster. People keep getting killed and climate change is getting worse. We need devote as large a percent as possible of resources towards projects that reduce car dependency, like public transit.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree

Comment Form Question	Comment Form Submission #44
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Too many cars
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/30/2022 9:51 AM

Comment Form Question	Comment Form Submission #45
Name	Kendra Slatt
ZIP Code	22204

Comment Form Question	Comment Form Submission #45
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From SUSMO (Sustainable Mobility for Arlington County)
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more</p>

Comment Form Question	Comment Form Submission #45
	<p>affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes.</p> <p>Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTA projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	8/30/2022 10:49 AM

Comment Form Question	Comment Form Submission #46
Name	Laurel Curry
ZIP Code	22204
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Sustainable Mobility for Arlington County

Comment Form Question	Comment Form Submission #46
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>Electric vehicles alone will not save us - we must create safe walkable, bikeable, transit-oriented communities that reduce the need to drive.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most. Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking. Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p>

Comment Form Question	Comment Form Submission #46
	Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	8/30/2022 11:47 AM

Comment Form Question	Comment Form Submission #47
Name	Myrna Levinstein
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	

Comment Form Question	Comment Form Submission #47
2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>As regards Project #273:</p> <p>Please do not proceed with the Van Buren Road project. Extending the road would literally devastate residential communities in its path.</p> <p>When the citizens who live in those developments bought their homes, they were deliberately not warned that they would NOT be living in a residentially zoned area in the future. They were not told that the Prince William government would be putting an industrial zone in the middle of their developments.</p> <p>It is my understanding that this project could attract trucks that want to bypass the weigh station on the interstate. It would increase traffic to the area and bring dangerous vehicles into residential neighborhoods.</p> <p>Seniors, who give much in taxes and take little in</p>

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	<p>government services, would have their safety and security destroyed by this road project. Many of them would have no choice but to sell their properties at a greatly devalued amount, and leave the area. This would negatively affect tax revenues.</p> <p>Families with children will have no choice but to sell to remove their children from an environment that will no longer be safe.</p> <p>It appears that the Prince William government wants to chase law-abiding, tax-paying, middle class citizens out of the county.</p> <p>The environment is also a concern. The air pollution due to the proximity of Interstate 95 and Route 234 is very high. The trees that would be killed when the road is built help the air quality now, but would be gone. The noise abatement they provide would also be gone.</p> <p>Hundred of thousands of birds and animals live in the targeted area. Many would be displaced, but most will die.</p> <p>The State of Virginia rejected this project twice now. Why are the local politicians pursuing it when it was deemed unnecessary and harmful? Why would they continue to push this ridiculously expensive proposition that will harm thousands of their tax paying citizens while benefiting a few individuals? I would suggest a corruption inquiry is in order.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative</p>	<p>Please consider the effects any plan has on the wild spaces and the historical places before implementing any new infrastructure plans. Destroying either has a detrimental effect on the general quality of life for the existing citizens. Thank you.</p>

Comment Form Question	Comment Form Submission #47
impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #48
Name	Joseph Valerio
ZIP Code	222051510
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Sustainable Mobility for Arlington County
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.

Comment Form Question	Comment Form Submission #48
	<p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>

Comment Form Question	Comment Form Submission #48
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals. Additionally, NV can become an example of cycling-ped-friendly communities by 1.) prioritizing these modes of transport over cars 2.) prioritizing infrastructure choices to incentivize and facilitate more commuting via bike and public transit. The aim should be to build more ways to get around, not make more room for cars!
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Comment Form Question	Comment Form Submission #49
Name	Gary Kyle
ZIP Code	20147
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From their website
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	This will make the W&OD Trail safer for all users. Many bicyclist are not courteous and I've seen several accidents/incidents because people aren't either paying attention or the trail is used high speed bike rides by some local bike clubs. With the skateboarders, skaters, walkers, runners, people pushing baby carriages, etc. widening and dividing the lanes will serve the public well.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to,	

Comment Form Question	Comment Form Submission #49
and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	This will make the W&OD Trail safer for all users. Many bicyclist are not courteous and I've seen several accidents/incidents because people aren't either paying attention or the trail is used high speed bike rides by some local bike clubs. With the skateboarders, skaters, walkers, runners, people pushing baby carriages, etc. widening and dividing the lanes will serve the public well. I hope the initiative can be extended to Loudoun County also.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	

Comment Form Question	Comment Form Submission #49
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #50
Name	Oleg Bulshteyn
ZIP Code	22209
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	WBJ
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	NA
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	NA
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	NA
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	I support the following projects: 72 Arlington Regional Trail Network, 111 Rosslyn-Ballston Corridor Urban Pedestrian/Bicycle Network, 112 Crystal City Corridor Urban Pedestrian/Bicycle

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	Network, 363 Eisenhower East Improvements, 364 Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton), 402 Braddock Road Metrorail Station Pedestrian Connection, 63 Ballston-MU Additional Entrance, 65 Courthouse Metrorail Station Access, 89 Crystal City Metrorail Station Second Entrance, and 34 Metrorail Blue/Silver Line Core Realignment.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	NA
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	more accelerated adoption of electric buses, extension of light rail (Purple Line) from Bethesda to Tysons and Alexandria
8. Please share any comments you have on the TransAction planning process and/or public participation.	NA
9. Please let us know how NVTa could make the review and public participation process easier for you.	NA
10. If you have any other comments, please share your feedback below.	
Date	8/30/2022 6:42 PM

Comment Form Question	Comment Form Submission #51
Name	Dominic Sherwell
ZIP Code	22101
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Fairfax Alliance for Better Bicycling
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	While the increase in projects involving trails, shared-use paths, and protected bike lanes is laudable, the plan and project list suggest that many are tied to lengthy road projects or major

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<p>2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>transit hub projects rather than rapid, short-term efforts to create the type of bicycling and walking infrastructure that could have an immediate impact on reducing congestion and pollution.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Transit project descriptions leave unanswered questions about how infrastructure improvements might enhance overall performance of the multimodal transportation system beyond accessibility and possibly resiliency.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The plan's emphasis on roadways seems more likely to induce new traffic congestion with more lanes and tolls, developments that have not previously contributed to any of the three core values.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 445 Route 309/Glebe Road: McLean to Ballston Bike Connections. Route 309 would require extensive widening to add low-stress bicycling infrastructure between McLean and Kirby Road. A better connection that could link in part of Tysons and could be added using existing wide streets in all but a few spots would be to install protected bike lanes along Great Falls Street (Route 694) between Route 123 Dolley Madison Boulevard and the W&OD Trail, which connects to the Custis Trail just past the East Fall Church Metro Station. This project should be a high-priority.</p>

Comment Form Question	Comment Form Submission #51
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Express lanes appear to benefit the few while still creating congestion and the inevitable choke points. Increase tolls promote cut-through traffic that ruins some neighborhoods and poses a danger to pedestrians and bicyclists on local streets. In short, NVTA should emphasize getting people out of cars, rather than advantaging some motorists who can afford express lanes and disadvantaging other road users and nearby residents.</p> <p>NVTA plans should promote all.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Bike projects should specifically include parking infrastructure where appropriate.
8. Please share any comments you have on the TransAction planning process and/or public participation.	The planning process was adequate but the NVTA appears to have not fully incorporated the public responses from the 2021 survey.
9. Please let us know how NVTA could make the review and public participation process easier for you.	n/a
10. If you have any other comments, please share your feedback below.	n/a
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Comment Form Question	Comment Form Submission #52
Name	Richard Underwood
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	By attendance at Prince William County supervisors meetings and previous responses to NVTA
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	New road planning should not destroy the character and safety of existing adjacent residential areas . All other considerations are secondary.
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by</p>	Agree

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<p>increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Agree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Please do not plan, fund or build the proposed Van Buren Rd extension. in Prince William County. It would threaten the safety of three single family developments approved and built in the last 20 years. Cardinal Grove, Four Seasons at Historic Virginia and Copper Mill consist of more than 1000 homes that would be impacted by commercial interstate truck traffic and associated commercial buildings in their backyards. Employees of the commercial buildings would be able to walk in the backyards for criminal activity. Please do not support this project that destroys the safety of 1000 homes and families</p> <p>0027</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #52
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 9:46 AM

Comment Form Question	Comment Form Submission #53
Name	Miles Carlson
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Local media and HOA Interest Group.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Project 273: Project purpose #2 includes "Provide traffic congestion relief with the north-south alternative route within the busy I-95 and route 1 corridor." Both of those routes continue to be greatly improved beyond their capacity in "early 1980." This purpose has been achieved through other means: Van Buren Road not needed.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	The proposed four-lane road aligns—at Route 234/Dumfries Road—with the existing two-lane Van Buren Road. Van Buren now essentially ends at Batestown Rd (formerly Mine Rd), which is

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	<p>another small two-lane road. Traffic increase (according to Transportation's traffic study) is 9200 vehicles a day. Where do they go? And where do they come from? Wouldn't the residents there like to know? They're not included.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The community objections are underlain by concern for the safety and peace of the thousands of residents in the affected communities—residents ranging from seniors in Four Seasons to young families in Cardinal Grove. These concerns are real but can't be easily quantified in the Environmental Assessment being performed, an EA that is well behind schedule.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 273, formerly Van Buren Road Extension In summary:</p> <ol style="list-style-type: none"> 1. Northern Virginia Transportation Authority (NVTa) retitled the project "North Woodbridge Mobility Improvements" for \$8 M for design, engineering, right of way, construction. At the NVTa public meeting, this project received—by far—the most negative comments, more than twice the positive comments. Now scheduled to be approved at their July 14 meeting. Clearly, "a foot in the door" but changing the name won't change the facts. 2. This Van Buren Road project has been in "the County Comprehensive Plan since the early 1980s" (according to PWC Transportation). Since then, that farmland has been built to a high residential standard with Copper Mill Estates, Four Seasons at Historic Virginia and Cardinal Grove at Eagles Point. 3. Project purpose #2 includes "Provide traffic congestion relief with the north-south alternative route within the busy I-95 and route 1 corridor." Both of those routes continue to be greatly improved beyond their capacity in "early 1980." This purpose has been achieved through other means: Van Buren Road not needed. 4. Much of the traffic congestion is due to heavy trucking. Routing that traffic through residential

Comment Form Question	Comment Form Submission #53
	<p>areas—you know it will happen, and not just to avoid the weigh scales—is disaster waiting to happen.</p> <p>5. PWC Transportation Department notes “The properties along the Van Buren corridor are zoned for commercial development.” The M-2 District permits such activities as: data center, distillery, gunsmith, vehicle service, recycling collection, HAZMAT assembly, shooting range. That means more trucks through the residential neighborhoods.</p> <p>6. 40 CFR 1508.1(g) states “Effects or impacts means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable...and may include effects that are later in time or farther removed...” The Environmental Assessment we have seen in progress does not address impacts to Fitzgerald Elementary School, Montclair Family Restaurant, El Paso Mexican Grill, Quantico Barracks (not yet open), or Grace Church (not yet open). These entities are at either end of the proposed road and must be considered.</p> <p>7. The proposed four-lane road aligns—at Route 234/Dumfries Road—with the existing two-lane Van Buren Road. Van Buren now essentially ends at Batestown Rd (formerly Mine Rd), which is another small two-lane road. Traffic increase (according to Transportation’s traffic study) is 9200 vehicles a day. Where do they go? And where do they come from? Wouldn’t the residents there like to know? They’re not included.</p> <p>8. The August 10, 2020, traffic study has puzzling inconsistencies in traffic volume changes. Even more revealing is the noted degradation in service at three of the four studied intersections. Certainly, there is no improved safety due to the proposed road.</p> <p>9. The previous facts are underlain by concern for the safety and peace of the thousands of residents in the affected communities—residents ranging from seniors in Four Seasons to young families in Cardinal Grove. These concerns are real but can’t be easily quantified in the Environmental Assessment being performed, an EA that is well behind schedule.</p>

Comment Form Question	Comment Form Submission #53
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>New Normal invalidates previous traffic studies. Rampant inflation balloons previous "estimates" out of sight...and reason.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	<p>Looks like the name of Van Buren Road Extension was changed to try and fool all those of us against it.</p> <p>Van Buren Road Extension (aka North Woodbridge Mobility Improvements) is a "legacy project" overtaken by residential development that we don't need, don't want, and will be too expensive.</p>
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 2:16 PM

Comment Form Question	Comment Form Submission #54
Name	Linda Lawrence
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.	

Comment Form Question	Comment Form Submission #54
<p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Comment on Project 273 Van Buren Road:</p> <p>I am a resident of Prince William County and I am very angry at the possibility of an industrial road being put in three residential communities. I don’t understand why a governing board would act to diminish the county tax base by greatly devaluing county homes; threaten the safety of children by having numerous trucks drive through a family-oriented development; destroy the security of seniors by undermining the effectiveness of their gated community; further damage the air quality by destroying thousands of trees and adding a truck route in between an interstate highway and Route 234; and doing irrevocable environmental damage by killing wildlife by the thousands. This includes the death of foxes, raccoons, deer, possums, beaver, birds, etc. due to the complete destruction of their environment. The further air pollution and noise pollution will be unbearable. Thousands of citizens will be disadvantaged by this stupid decision. What could motivate a County Board to use taxpayer dollars to benefit a few individuals to the enormous detriment of thousands of</p>

Comment Form Question	Comment Form Submission #54
	<p>citizens?</p> <p>The traffic survey found the intersection at Van Buren and 234 was used by fewer cars than it was designed to handle. The State of Virginia has already rejected the request for funds twice. So why does the Prince William County Board keep pushing this project? I truly believe a corruption investigation is warranted.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 3:42 PM

Comment Form Question	Comment Form Submission #55
Name	Patty Michaelman
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From Four Seasons Community
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	Project #273, Van Buren Road Ext will be very dangerous for Cardinal Grove, Four Seasons and Copper Mills communities. The project is too costly and will contribute to runaway inflation.

Comment Form Question	Comment Form Submission #55
2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	How about the safety of our communities? Is this not important?
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Where is the study of the safety issue?
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Project #273, Van Buren Road Extension
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	

Comment Form Question	Comment Form Submission #55
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 3:50 PM

Comment Form Question	Comment Form Submission #56
Name	Joan McIntyre
ZIP Code	22207
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Email
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The resulting project proposals suggests a big disconnect between goals and priorities and underlying assumptions, resulting in continued prioritization on roads rather than transit and multimodal options that would achieve goals for mobility, sustainability and equity.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	We cannot continue the failed strategy of the last fifty plus years of constantly expanding the road system to address urban sprawl increasing congestion, which is alleviated at best for a very short period of time. Our current auto-dependent transportation system is a major contributor to greenhouse gas emissions that is driving the climate crisis. A major shift in investment to

Comment Form Question	Comment Form Submission #56
	transit-oriented development, enhanced transit, and multimodal options is necessary to achieve the goals for mobility, accessibility and resiliency
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	The proposed planned projects continues the auto-centric development strategies of the past that put a higher burden on low-income, and often minority residents requiring excessive commutes or having to own and operate a car, offers limited improvements to safety and will not contribute to more sustainable communities. Rising housing prices that push out lower income and minority populations only make the system ever more inequitable. Climate change is an existential threat to our well-being and shifting to electric vehicles is not a workable strategy for reducing and ultimately eliminating GHG emissions. Road projects are also highly carbon intensive and will be a further contributor to emissions.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	TransAction should make an all-out commitment to redirecting resources that will make public transit and multimodal options available to the entire Northern Virginia population, including innovative strategies to connecting residents in suburban neighborhoods to convenient public and multimodal transit options while simultaneously focusing on transit-oriented development. Scenarios should focus on how such goals can be achieved rather than trying to extrapolate for current trends and patterns that reinforce auto-centric development strategies.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	

Comment Form Question	Comment Form Submission #56
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 5:06 PM

Comment Form Question	Comment Form Submission #57
Name	Joan McIntyre
ZIP Code	22207
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	

Comment Form Question	Comment Form Submission #57
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 5:07 PM

Comment Form Question	Comment Form Submission #58
Name	Jo Lynn
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From my community. I live in an area that will be negatively impacted.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	See specific comments below regarding the Van Buren Rd Extension project.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.	Strongly Disagree

Comment Form Question	Comment Form Submission #58
<p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>I believe the Van Buren Rd Extension does NOT represent the core values of Mobility, Accessibility and Resiliency. See specific comments below.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>I believe the Van Buren Rd Extension does NOT represent the core values of Safety, Equity and Sustainability. See specific comments below.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Van Buren Rd Extension:</p> <p>This road was proposed more than 40 years ago. Many things have changed during those 40 years, that make this plan no longer useful. For example, many improvements have already been made and are in the process of being made to Rt 1 and 95 and other roads, that will relieve much of the traffic.</p> <p>This plan was first proposed before current housing was built. There are huge negative impacts now that include safety, wildlife, environmental and quality of life. Significant safety, noise and pollution impacts on the adjacent communities of Copper Mill Estates (under construction), Four Seasons at Historic Virginia (over-55 community of 801 homes) and Cardinal Grove (single family multi-generational completing construction) cannot be ignored. Many people have significant concerns over unmet, stated purpose of project. Yet the county has not adequately addressed this.</p> <p>The traffic study of August 2020 shows degradation of service at four studied intersections, yet this seems to have been</p>

Comment Form Question	Comment Form Submission #58
	<p>ignored. And the county's own data does not add up, which also seems to have been ignored. The traffic study shows only 5400 vehicles daily on this \$80 million waste of money. The new name for this road is "the \$80 million road to nowhere". It's not needed and not wanted, yet the county employee keeps pushing for this road, in spite of all the above concerns. The question we are all asking is "why?". Who is benefitting from this? Is this in someone's performance plan for the year, which would affect their annual monetary award? So the county would be willing to negatively impact all the men, women, children, wildlife and environments that would be negatively affected by this road, for this reason? These are just some of the many concerns and questions that have not been addressed, yet the county continues to just forge ahead. It appears that this entire comment process is merely lip service to make us feel like we have a voice, when in reality it seems like the decision has already been made and the county is not willing to take an open-minded look at this and admit that this 40-year-old plan is no longer appropriate. Why? Who benefits from this? And don't say it will relieve traffic. Originally, we were told that it was intended to relieve traffic from 95 and Rt1. Then when we pointed out recent improvement and planned/in process improvements to these roads that are already relieving the traffic, we were told "oh, it's not intended to relieve traffic on 95 and Rt 1" by the SAME INDIVIDUAL that originally told us that was the purpose of this extension. Wow! This is why it gives the appearance that someone in the county is personally benefitting from this. Those in power in the county need to recognize this and put a stop to it before this goes any further, and the county not only negatively impacts it's residents and environment, but also wastes \$80 million and up, that could be used for so many other useful and needed projects.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of</p>	

Comment Form Question	Comment Form Submission #58
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/31/2022 7:02 PM

Comment Form Question	Comment Form Submission #59
Name	Chris Cummings
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Local Transportation Website
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>We should be investing more in infrastructure that allows for widespread adoption of personal electric vehicles: bikes, scooters, and others. These are much less expensive than cars, better for the environment, and require less infrastructure investment per person. Our current approach to roads, however, puts them in dangerous proximity to cars. We need to create the infrastructure that makes them safe.</p> <p>We also need to invest in policies that make it easier live near where you work. The 45 minute commute is miserable and dangerous. Let's design around a better goal, where the transportation network supports living near where you work.</p>
3. NVTA has identified three goals for TransAction and the future of transportation in Northern	Disagree

Comment Form Question	Comment Form Submission #59
<p>Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project</p>	

Comment Form Question	Comment Form Submission #59
ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	8/31/2022 9:29 PM

Comment Form Question	Comment Form Submission #60
Name	Wilma Underwood
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	meetings
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of</p>	

Comment Form Question	Comment Form Submission #60
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>27 Please do not plan for or ever use any funds for Van Buren Rd extension in Prince William County. If it were ever built it would destroy old growth trees, wildlife and protection from I95 . It would open up a path for interstate trucks to bypass the weigh station and allow them to roar right down the middle of Cardinal Drive. Trucks cannot be excluded from this proposed commercial road through Four Seasons residential property of 801 homes.2</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	

Comment Form Question	Comment Form Submission #60
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/1/2022 11:07 AM

Comment Form Question	Comment Form Submission #61
Name	Anderson Angela
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Committee
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The addition of van Buren Rd is highly impacting the surrounding communities in a negative way. Destroying wildlife, safety concern and diminishing quality of life for the residents are a few of the concerns we have with this project.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree

Comment Form Question	Comment Form Submission #61
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/2/2022 10:50 AM

Comment Form Question	Comment Form Submission #62
Name	Dennis and Sherry Bartlett
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through a community interest group.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	

Comment Form Question	Comment Form Submission #62
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	There are already roads with similar design and we do not need another as it would only potentially allow more traffic in and around our community.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	We feel the TransAction does not represent the core values of safety at all.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project #273</p> <p>We are both registered voters in Prince William County and are very concerned about this project for a variety of reasons. Our home backs to the woods just below the I-95 truck stop on Four Seasons Drive. There have been times when persons have exited vehicles on I-95 and walked off the hill into our back yard which is less than 15 feet from the adjoining woods! This is a dangerous possibility in building another road behind our home, which could cause more unwanted foot traffic onto our property and possibly into our home; so safety is another issue. Also, the wildlife is abundant in the woods and we enjoy watching the birds, deer, turkeys, squirrels, foxes and even racoons. These animals have been penned in between I-95 and the Four Seasons Community and have no other place to go. The noise of further traffic would be right in our bedroom, kitchen and family room windows which face the back of our home. No barriers</p>

Comment Form Question	Comment Form Submission #62
	would be erected to stop this noise. We hoped this would be our last home, but if the road is built, we would have to move to get away from the noise, etc which would be costly for us and an endangerment to our health at this point in our lives. PLEASE consider these comments as you decide what you truly intend to do in this situation. This invasion could very well be the reason for us and others to move out of Prince William County and even possibly to another state. For these reasons, among others, we wholeheartedly oppose Project 273.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/2/2022 4:27 PM

Comment Form Question	Comment Form Submission #63
Name	Helen Francois
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	A member of my community sent the link.

Comment Form Question	Comment Form Submission #63
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>I have lived in NOVA since 1978, first in Fairfax County, and in Prince William since 2001. I have seen new roads built and welcomed them, at first. But soon after a new or widened and improved highway was in place, the builders were not far behind. Businesses, homes for the employees, schools for their children. And before we knew it, those new or improved highways were super clogged. Yes, there's a lot of room for improvement on the major highways, but how long will the improved traffic conditions last? I think, even out here in the "sticks," a new or improved transit program would solve a lot of headaches. Why is the United States so far behind many other countries that have readily available local buses? Bike paths, and buses that can transport a rider and bike when the distance is too great for biking alone, could help a lot.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Neutral</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The "spaghetti bowl" in Springfield and the overpasses, rather than traditional intersections, along Rt. 28 in Fairfax County are improvements I have seen come about, and I applaud them. Please look for areas where those types of improvements would make a difference on already existing highways, and put the money there.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Neutral</p>

Comment Form Question	Comment Form Submission #63
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I believe that Project #273-4, VanBuren Road, would be a waste of a lot of money, and it would have the opposite effect of the core values. It has been "on the books" for many years, so I've been told. Since long before the HOV lanes were built on I-95--some improvement there could eliminate any perceived need for this new highway. In the meantime, my community and at least two others that would border on this highway have been built, with no warnings to the homeowners. What purpose will this four-lane highway serve? It will become a cut-through for trucks and speeders. And then the builders will come, not with more homes. Who would buy a house right on that road? No, it will be different types of businesses, drawing employees, maybe customers, probably trucks. And then there's the intersection of 234 and VanBuren, which is already a nightmare. Will this wonderful but totally useless highway project also include some type of flyover lanes, like on Rt. 28? I don't even want to think about how the construction and traffic on this short, unnecessary road will change the whole atmosphere, not to mention the safety, for my community of 801 houses and the other two communities. Please put the money to better use. If VanBuren Road seemed like a good idea when it was first conceived, the changes over the past years have made it now a moot point.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	<p>Employers and employees had to be creative during the pandemic in order to stay in business. I personally know of people who liked staying out of their cars and in their homes, on the computers, to work. They are continuing in that mode. I have to use I-95 for personal travel from time-to-time, and I can definitely see less traffic; I reach my destination more quickly than pre-pandemic, even going southbound at 5-6:00 p.m.-peak rush hour pre-pandemic.</p>

Comment Form Question	Comment Form Submission #63
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	Thank you for being open with the public and allowing us to make ourselves heard.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/2/2022 6:07 PM

Comment Form Question	Comment Form Submission #64
Name	Gaston Gianni
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Community group
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I am commenting on the Van Buren extension in Eastern Prince William county. This is a road that was identified over 40 years ago. Since that the area has developed with schools housing developments and a substantial increase in people. How can you fund a project before the total risks have been identified and the cost to mitigate them if possible. There are safety issues, environmental issues, noise issues not to mention the increase traffic at an already crowded 234 intersection. We are told that these issues may be addressed after funds are given for the project. I am concerned about how decisions are made with public funds BEFORE the critical issues are identified and the cost associated with these risks. Decisions are being made without considering the concerns of the tax payers who are most affected.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.	Strongly Disagree

Comment Form Question	Comment Form Submission #64
<p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>You need to have a full understanding of negative impacts of the projects and the costs to mitigate them before making these types of decisions.</p>
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The concerns that have been expressed by affected residents have been ignored!</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 273 is an ill conceived project which does not take into consideration of the current environment. Much has happened in 40 years!!</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTA could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	<p>Thank you for the opportunity to comment.</p>

Comment Form Question	Comment Form Submission #64
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Comment Form Question	Comment Form Submission #65
Name	Lisa Brookes
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Local publications and community involvement
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I am a voter in district one and I am opposing the Van Buren roadExt Project #273 because it will significantly lower my neighborhood's quality of life with traffic noise, added congestion, the destruction of greenery and wildlife and take away the ability to walk, bike, and breathe cleaner air. It's actually taking away neighborhoods and increasing pollution and a higher chance for injury to our children with added congestion in the area, NO THANKS!
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	N/A
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	N/A
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	I am a voter in district one and I am opposing the Van Buren roadExt Project #273 because it will significantly lower my neighborhood's quality of life with traffic noise, added congestion, the destruction of greenery and wildlife and take

Comment Form Question	Comment Form Submission #65
	away the ability to walk, bike, and breathe cleaner air. It's actually taking away neighborhoods and increasing pollution and a higher chance for injury to our children with added congestion in the area, NO THANKS!
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	Increased noise, congestion, pollution, crime, danger to children, diminished neighborhoods, death to wildlife and greenery, increased trash and garbage and a total disregard and respect toward our community due to an age-old problem, GREED!
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	N/A
8. Please share any comments you have on the TransAction planning process and/or public participation.	Times are changing and a lot of people A. Don't want to work or, B. Want to telework to increase the quality of their life or C. Can't afford transportation and tax increases to support this project.N/A
9. Please let us know how NVTa could make the review and public participation process easier for you.	N/A
10. If you have any other comments, please share your feedback below.	N/A
Date	9/2/2022 10:44 PM

Comment Form Question	Comment Form Submission #66
Name	Delores Coimbra
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I live in the Four Seasons Community and became familiar with this project through the interest group residing there.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The Van Buren Road Ext, Project #273. This project needs to be permanently removed from any future plans as it affects so many families. The safety of our residents in the Four Seasons community would be jeopardized as well

Comment Form Question	Comment Form Submission #66
	<p>as the safety of children who live and go to school from Dale Blvd to Batestown Rd. If this road is built, there would be an INCREASE in traffic of large trucks trying to avoid the RT 95 weigh station. The benefit of this road seems only to serve a few, while so many are impacted by it. The cost is outrageous for only an approximate 2+ miles of road. On top of everything, the loss of the trees behind our communities will impact our environment and the wildlife that currently live there.</p> <p>The money would be better spent fixing our current roads and monitoring the speed on our current RT 234 where one person recently lost their life, and another is still trying to recuperate from her injuries.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered</p>	

Comment Form Question	Comment Form Submission #66
<p>multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/3/2022 8:21 AM

Comment Form Question	Comment Form Submission #67
Name	Zachary Schrag
ZIP Code	22205
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Sustainable Mobility for Arlington County
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I appreciate the plan's understanding that automobile dependence results in congestion, greenhouse gas emissions, injuries, and inequity, but I am not persuaded that the plan's methods reflect this understanding. For example, the model on page 4 gives equal weight to a minute shaved off of an automobile commute vs. one shaved off a transit commute. But cutting a 25 minute drive to 15 minutes may matter much less to a commuter than cutting a 35 minute transit trip to a 25 minute one, if the latter makes the trip short enough to persuade the commuter to switch modes. As for safety, HOV or electric vehicles may cut the greenhouse emissions per person, but they still endanger other vehicle</p>

Comment Form Question	Comment Form Submission #67
	occupants, pedestrians, and cyclists. To improve safety, the plan should aim to reduce VMT.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	The plan envisions a 3.6 increase in VMT vs. the no-build option. At a time of dramatically rising traffic fatalities, that does not represent a commitment to safety.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 67 (Route 29 Trail) proposes \$5 million for "a trail along Route 29 from Dixie Hill Road to East Falls Church Metrorail Station," a distance of about 13 miles. I believe the City of Fairfax is planning to spend \$13.65 million for a 2-mile George Snyder Trail. The small sum proposed for the Route 29 trail suggests that the Transaction plan is not serious about long-distance trails.</p> <p>I don't see attention to a Route 50 bike trail, parts of which are already endorsed by Fairfax and Arlington counties.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p>	The ebike, one of the most dramatic new technologies of the century, isn't mentioned in the plan. I would like to see a scenario designed to take advantage of this technology, with the goal of capturing a major portion of trips under 5 miles for traditional and assisted bicycles.

Comment Form Question	Comment Form Submission #67
<p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/3/2022 11:23 AM

Comment Form Question	Comment Form Submission #68
Name	Lori Esquina
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	my community four seasons
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	

Comment Form Question	Comment Form Submission #68
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>The proposed Van Buren Rd (VBR) project #273 is estimated to cost \$200 million for a 2 mile road. The communities are affected by this project including Fannie Fitzgerald elementary school on the corner of Cardinal Drive, Van Buren Rd, Benita Fitzgerald Dr is going to be severely impacted! All those school children, walking and on buses along with parents picking up their children. Historic Four Seasons as well as the civic associations (Dale City, MidCounty) want to review the environmental impact studies. There are 2 creeks Powell and Dewey, as well as wildlife ie, deer, turkey, foxes and turtles the project will effect. Also we want to review a new noise pollution impact.</p> <p>Since VBR project #273 will destroy over a thousand large, old growth trees. Its going to increase noise pollution from VBR and adjacent I95 for Cardinal Grove Four Seasons and by Copper Mill. This is a major problem that nobody wants to discuss.</p> <p>Finally VBR will decrease the safety and security of each community and the residents of all ages, seniors to school children. We really do not understand why the planners want to build here? The county and state are right now improving RT1 and I95 to prepare for increase traffic, they are funded and underway.</p> <p>Please let's use some common sense, and save the quality of life for the people of Prince William County.</p>
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of	

Comment Form Question	Comment Form Submission #68
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	We want to see the environmental impact statements for both Creeks
10. If you have any other comments, please share your feedback below.	
Date	9/3/2022 3:24 PM

Comment Form Question	Comment Form Submission #69
Name	SP Simmons
ZIP Code	22185
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Vanburen interest concerned citizen group
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The addl noise would destroy our quality of life for good Neighbors.</p> <p>We can hear every accident and race car on 95 due to no wall barrier which would mean more loud noise from all vehicles if this road is allowed.</p> <p>This will cause additional ptsd with neighbors.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to,</p>	Strongly Disagree

Comment Form Question	Comment Form Submission #69
and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	To build access that is not need through well established communities would kill wild life and increase accidents in our neighborhoods.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	It will increase ptsd in neighbors
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Van buren road It should be a nature trail to promote Improve quality of life for good and peaceful neighbors
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Bike paths and side walks And fix where road is bumpy on Hwy 1 Our cars need alignment due to improper road wk
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/3/2022 8:36 PM

Comment Form Question	Comment Form Submission #70
Name	Gaston Gianni Gianni
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Van Buren Road project 273 in eastern Prince William County. Community group
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Van Buren road was put in the county's transportation plan over 40 years ago. Since that time the area surrounding the proposed road has under gone substantial growth with schools and residential homes. Before providing funds the county needs to identify the affects on the environment, safety of residents and children, noise, wild life and the bottle neck of traffic that will be created at the intersection where the proposed road it's to meet Dumfries road at 234. A road that is already heavily travel at excessive speeds.</p> <p>If these issues are to be addressed with some type of mitigation it will add substantially to the cost of the project. The Country does not want to address any of the problems but just build a road. Since public funds are being requested, I would think these cost should be identified before making a decision on the road.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	They need to take into consideration concerns raised by the residents most effected by the projects
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree

Comment Form Question	Comment Form Submission #70
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	I like the core values but I don't see where they are addressed by the Van Buren road project.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Van Buren Road Project 273 has not addressed these values does the county know what it would cost to make the project meet the core values.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	Thank you for the opportunity to comment.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/3/2022 10:33 PM

Comment Form Question	Comment Form Submission #71
Name	Kenneth Holecko
ZIP Code	20171
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Newsletter from Chair of Fairfax County Board of Supervisors
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Several years ago, the CIA decided to create a campus of 8,000 workers at the intersection of RTE 28 and the Air and Space Museum road. As part of the construction, VDOT connected Centerville Road to the campus at Wall Road.

Comment Form Question	Comment Form Submission #71
	<p>Originally, this land was planned for a retirement home. But the Peterson company was able to rezone the land for the CIA, and get approval to connect Rte 28 to Franklin Farm Road through the Air and Space Museum road and Wall Road and Centerville Road. Neither the contractor nor the CIA agreed to make any improvements to Franklin Farm Road. As a result, traffic backups on Franklin Farm Road frequently extend from rte 286 to Centerville Road. VDOT added a right turn signal to the 286, Franklin Farm intersection. However, VDOT advised the community that an additional exit lane on 286 to allow a merge of traffic to 286 South would be needed to improve traffic flow, but that there was no money for such an improvement. When the US Army built a building holding 10,000 workers at the intersection of I-395 and Seminary Road, the Army was forced to pay for improvements at that intersection to improve traffic flow. I see nowhere that the Transportation Plan recognizes the problems that Peterson and the CIA have created for the Franklin Farm community by adding thousands of CIA personnel to a community street network that was never designed to deal with this level of density. Only the federal government would build a campus in a location well removed from public transit. Private development is concentrating projects around metro stops as anyone can see along the Dulles Toll Road. I strongly recommend that efforts be made to improve traffic flow and relieve the congestion in our neighborhood.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p>	<p>Neutral</p>

Comment Form Question	Comment Form Submission #71
Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Aside from the issue above, the plan does not seem to take into account the likelihood that self driving cars will become a reality before 2045. There is no assessment of how this technology could be used to reduce single driver vehicles during rush hour outside the investments in expensive surface transit like buses and rail. With safe self driving vehicles, I would predict that both car ownership and single driver trips will be substantially reduced during rush hour at no cost to the public, as personal transportation shifts from private vehicle ownership where vehicles are not used 95% of the time to shared use of vehicles that are pay-as-you go transportation. This will be particularly the case the population ages. While I think it will take much longer than some car companies believe, self driving cars in densely populated, well mapped areas will become a reality well before 2045.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/4/2022 8:41 AM

Comment Form Question		Comment Form Submission #72	
Name		B G	
ZIP Code		20190	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		An email from Jeff McKay.	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		Reducing traffic congestion for people in personally owned vehicles should not be a priority and I think is fundamentally at odds with the goals of sustainability and equity. The cost or inconvenience of driving solo needs to get significantly higher for bicycling and walking rates to increase in a significant way. Improving facilities for bicycling and walking is important, but won't be enough on its own. Expanding capacity of roads will encourage the continued sprawl of development. NIMBY opposition to redevelopment in existing neighborhoods makes density and sustainability more difficult, as does optimizing for reducing congestion (of POVs). Leaders need to consider the needs of future citizens, not just current citizens with the time and money to be vocally opposed to redevelopment.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Strongly Disagree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		The plan should break down mobility by mode and prioritize mobility for the sustainable modes. Mobility for the standard POV (tons of steel and glass transporting a hundred or so pounds of people), even if electric, should not be a priority.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Strongly Disagree	

Comment Form Question	Comment Form Submission #72
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>These are nice sounding words but the continued emphasis (as measured by the dollar amounts, not the pie chart) on convenience for drivers of POVs undercuts these so-called core values. So, I don't believe these really are the core values. The true core value seems to be minimizing frustration of drivers by easing the congestion they experience, allowing them to continue living and transporting themselves as they have been instead of adapting to a lifestyle that is more equitable, sustainable, resilient, and safe for people other than themselves.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>A green belt -- a commitment not to develop out beyond a certain point. A commitment to density in already developed areas and transportation systems that provide quality of life for dense areas.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>I'm concerned that public participation puts too much weight on the desires of existing residents with the time and money to devote to participating, and doesn't do right by those who don't have time to participate or who don't even live here yet.</p>
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	<p>Excuse me from my job and pay me to participate. Pay for child care services.</p>

Comment Form Question	Comment Form Submission #72
10. If you have any other comments, please share your feedback below.	Laws related to liability need to change also, but I realize that's not a job for the NVTa. Drivers who kill or injure people walking or bicycling should not be excused when they say, "oh, I didn't see them, sorry."
Date	9/4/2022 12:16 PM

Comment Form Question	Comment Form Submission #73
Name	Kimberly Smith
ZIP Code	22030
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Email from the Supervisor of my area
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The orange line should have been extended out to Rt 50 at a minimum if not all the way to R28. I would like to get the total cost of the 66 nightmare project vs what it would have cost to extend the orange line. Also the choke point or funnel at RT 28 S and 66 east exit is the worst its ever been and pray the exit will be 2 lanes like it was before.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	The bus station that is being built on Monument near Fairfax Corner is going to be a nightmare when it opens as the intersection and bridge cannot handle that level of traffic.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	The Rt 28 exchange has NOT improved at all. The Exit for Rt 28 N from 66 west backs up all the way to Fairfax County parkway and still have tons of cars that cut in at the last minute which is high

Comment Form Question	Comment Form Submission #73
	risk for accidents. This exit should have been 2 lanes. I also know that the sound walls have been extremely behind schedule leaving residents with sound level that cause hearing loss.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	There are not enough charge stations to support CASE! There are no public transportation options from Fairfax to Chantilly Business Park.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Insane idea would be to have a connecting metro line from silver to orange along Rt 28 but I know that will never happen
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/4/2022 12:52 PM

Comment Form Question	Comment Form Submission #74
Name	Timothy Stevens
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Newsletters from nearby local governments.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	As population continues to increase, old models of transportation (lots of roads for people riding alone in vehicles) are increasingly unsustainable.

Comment Form Question	Comment Form Submission #74
2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Plans which make it easier for driving alone in vehicles at fast speeds run counter to what should be the long term goals for this region. Plans that augment access to transit, and which make it easier and safer to bike and walk are essential.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	The TransAction 2040 Plan provides guidance on draft transportation plans for the region. I support in particular those plans that enhance walking, biking and transit. The following project numbers should be supported: 57, 105, 116, 117, 301, 302, 303.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and</p>	Predicting the future is always challenging. Expectations regarding self-driving vehicles may be exaggerated at present. Making it easier to access transit, and to safely walk and bike seems a safer bet, regardless of whether people continue to commute from outlying residential areas to concentrated office districts as was the case historically, or continue the trend of working at least some of the time from home.

Comment Form Question	Comment Form Submission #74
programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Impact of various scenarios on greenhouse gas emissions.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	Thank you.
Date	9/4/2022 1:05 PM

Comment Form Question	Comment Form Submission #75
Name	Gary Krauss
ZIP Code	22032
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Supervisor McKay newsletter
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	What are priorities of the bicycle routes on RT 29 and Leesburg Pike. IDs 11 and 67. Is finding available and when would the trails be completed? This would enable a bicycle commute since it is currently impossible to get to Falls Church/Baileys Crossroads area from Fairfax by bike
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Agree

Comment Form Question	Comment Form Submission #75
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	These trails are long overdue
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Need to get people on bicycles. It's healthy for us and the environment
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	11 and 67
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	Advertise the bike routes. The Pickett road bike route along the wide sidewalk works very well
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Bike routes should be separate from the roadway. A wide sidewalk is acceptable
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #76
Name	Gary Krauss
ZIP Code	22032

Comment Form Question	Comment Form Submission #76
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	McKay
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	What is the priority of RT 29 and Leesburg Pike bike routes - IDs 11 and 67? Is funding available and when is the expected completion date? It is currently impossible to get to Falls Church Baileys Crossroads area from Fairfax by bike. This would be very helpful for commuting.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Currently use the Pickett road bike route which works well
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Getting more people on bicycles is healthy for us and the environment
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	The current bike trail on Pickett road along the wide sidewalk works very well
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.	Long overdue

Comment Form Question	Comment Form Submission #76
Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	This form reset when it didn't accept the robot characters. What a pain to type over!!
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/4/2022 2:31 PM

Comment Form Question	Comment Form Submission #77
Name	Jaymes Cloninger
ZIP Code	22305
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Signs posted on W&OD
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Strongly support the extensive build out of more walking and bike transportation throughout all of NoVA.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Agree

Comment Form Question	Comment Form Submission #77
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	It is a start, but there is so much more to be done to actually achieve those goals.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	Aspects of all three scenarios will likely take place.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	I would like to see wide-scale bike transportation and trails throughout NoVA.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #78
Name	Fran DuRocher
ZIP Code	22025

Comment Form Question	Comment Form Submission #78
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Email from neighbor from my community at Four Seasons of Historical Virginia as knew I was interested.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Project 273 - Van Buren Road Widening North Extension from Rt 234 to Cardinal Drive:</p> <p>I have very Serious concerns about doing this and I oppose it for many reasons:</p> <p>This road has been in the county plan for about 40 years, but never funded to complete it or actually considered as a top priority. Since then, PWC has added 3 communities which would be adversely affected by this extension - Four Seasons, a 55 Plus Community where I and many seniors live, Cardinal Grove with many families and where the proposed extension would go</p>

Comment Form Question	Comment Form Submission #78
	<p>through the middle of it, and Copper Mill Estates where the residents and visitors there will have much difficulty in entering or exiting from their own community. In addition, the area behind is zoned for light industrial usage so that would impact the noise, pollution, truck traffic, safety and security of the many taxpaying residents who live in the affected communities. And the wildlife, always endangered, would be devastated.</p> <p>In addition, the traffic situation in the area would be compounded, with far more traffic on Route 234, inadequate plans for the intersection of art 234 and Van Buren, significant impact in terms of increased volume on other intersections on Route 234 as a result. There have been recent improvements of Minneville Rd, Rt 1, extension of the I-95 express lanes have mitigated many of the concerns for a possible need for the road to help the traffic, and in fact now would actually worsen the traffic and jeopardize the communities in the process.</p> <p>In addition, the cost of extending Van Buren, which appears to be significantly underpriced to make it seem more reasonable, seems to be prohibitive in terms of the lack of value to the communities, the area, the taxpayers!</p> <p>Thank you for your consideration!</p> <p>Fran DuRocher, MD</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #78
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/4/2022 4:25 PM

Comment Form Question	Comment Form Submission #79
Name	Ethan Cua
ZIP Code	20110
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I have heard about Transaction throughout several Twitter posts relating to the matter.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	It should help move more people instead of vehicles using numerous ways to achieve this goal. It prioritizes those with at least 3 people in the car to move more people into fewer vehicles and allow express lanes and other forms of transportation as the region sees fit. Heavy car use areas like multilane freeways would be given construction based on that while in places where people are prioritized have construction based on that criteria.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Agree

Comment Form Question	Comment Form Submission #79
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	It uses several combinations of construction plans and works to facilitate the methods to improve life for everyone in the region.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	The goals are reasonable to meet the core values of safety, equity, and sustainability.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>344: I do not support putting reversible HOV or Express Lanes on Virginia Route 28 given the experience of reversible express lanes on 95/395 not being open where it is needed during holiday travel.</p> <p>350: Having been attending these Route 28 Bypass meetings on the Godwin Dr extension, it better include at least a bridge on Lomond Dr as the traffic there is often very busy and used as an alternative route for Sudley Rd and could increase the toll for 66 East Express Lanes users not a part of an HOV-3+ vehicle entering the 66 East Express Lanes from the Sudley Rd vicinity or points west of Sudley Rd.</p> <p>159: Having the bridge length wide enough for the future widening of Route 28, the widening should be 4 regular lanes in each direction and more auxiliary lanes between interchanges.</p> <p>192: The cloverleaf interchange needs to be replaced with a DDI based on a VDOT plan for improving Route 28 between Frying Pan Rd and Sterling Blvd and nearby roads parallel and close to Route 28.</p> <p>33: It should be an orange line extension using the existing median of I-66 from its current western terminus at the Vienna Metrorail station to US Route 29 in Centreville. The Metro should be either a tunnel or a bridge above the Monument Dr area.</p> <p>27: The Route 28 intersection at New Braddock Rd is a nightmare. Just adding more left-turn lanes at the busy intersection is not enough. An interchange is warranted there with a definite condition that the 2 traffic signals at Machen Rd and Upperridge Dr/Old Centreville Rd be removed as well as extending the Route 28 freeway further south with a possible speed limit</p>

Comment Form Question	Comment Form Submission #79
	being increased from 45 mph to 55 mph to match the existing 55 mph speed limit on the existing Route 28 freeway.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>More tolled HOT Lanes can be constructed to alleviate traffic for all roadway users with HOV-3+ users on the HOT lanes having free use of the lanes as the toll would be changed based on the traffic conditions in the HOT lanes. The HOT lanes would prioritize those carpooling with 3 or more people in the car and those using public transportation in the corridor.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	There should be plans to add more auxiliary lanes between interchanges in the event that a roadway cannot be widened further.
8. Please share any comments you have on the TransAction planning process and/or public participation.	It allows a range of possible improvements and users would select the improvement that best fits the corridor.
9. Please let us know how NVTa could make the review and public participation process easier for you.	It has to review the high-priority corridors first like freeways of routes 66 and 28.
10. If you have any other comments, please share your feedback below.	The 66 Outside the Beltway Express Lanes should be extended westward from Gainesville to Haymarket being a single HOT lane to avoid reconstructing the bridges again.
Date	9/5/2022 1:57 PM

Comment Form Question	Comment Form Submission #80
Name	Bernard Berne
ZIP Code	22203
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	E-mail message from NVTa.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	No comments.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern	Neutral

Comment Form Question	Comment Form Submission #80
<p>Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>No comments.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>A number of projects in the TransAction Plan's draft project list will use public parks and recreation areas for transportation purposes. These projects will adversely impact the natural environments in such parks and areas by destroying trees, meadows and other natural areas. They will also increase stormwater runoff into Northern Virginia's rivers and streams. If they remain in the project list, these project will adversely affect sustainability.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Criteria for funding projects in draft project list for TransAction 2040 and specific projects recommended to be removed from list:</p> <p>The Northern Virginia Transportation Authority (NVTa) needs to assure that TransAction 2040 does not fund transportation projects that propose to use land in a public park, recreation area, or wildlife and waterfowl refuge. The NVTa presently rates and ranks proposed trail projects according to their Congestion Reduction Relative to Cost (CRRC). By using CRRC, the NVTa does not consider or compare environmental impacts when deciding whether to fund projects that applicants have submitted.</p> <p>The federal government has long recognized that</p>

Comment Form Question	Comment Form Submission #80
	<p>transportation projects that use public parks, recreation areas and wildlife and waterfowl refuges can significantly damage the environments of such parks, areas and refuges. For that reason, 23 U.S. Code § 138 - Preservation of parklands (https://www.law.cornell.edu/uscode/text/23/138) states: "It is declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."</p> <p>23 U.S. Code § 138 further states that the Secretary of Transportation of the United States "shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."</p> <p>The draft TransAction 2040 project list identifies several projects that will impact the environment of Northern Virginia's public parks, recreation areas and/or wildlife and waterfowl refuges. For example, two of these projects (Projects Nos. ID#72 and ID#406) will destroy natural areas and increase stormwater runoff in Arlington County and other Northern Virginia jurisdictions by increasing the widths of paved bike/pedestrian trails within local, regional and national parks.</p> <p>The Arlington County government is sponsoring TransAction 2040 Project ID#72 (Arlington Regional Trail Network). Paragraph "h" within ID#72 proposes the expansion (widening) of the Bluemont Junction Trail, the Custis Trail, the Four Mile Run Trail, the Mount Vernon Trail and the</p>

Comment Form Question	Comment Form Submission #80
	<p>W&OD Trail. Each these trails travel through parks that are within Arlington County.</p> <p>Widening of each trail (except the Mount Vernon Trail) would remove trees and/or natural meadow areas within public parks. All would add impermeable surfaces and increase stormwater runoff into the County's streams, the Potomac River and/or the Chesapeake Bay.</p> <p>NOVA Parks is sponsoring TransAction 2040 Project ID #406 (W&OD Regional Trail Capacity and Connectivity Enhancements). Within Arlington County, this project (which NOVA Parks terms the "W&OD Dual Trails Project") is the same as the expansion (widening) of the W&OD Trail that the County is sponsoring in ID#72, paragraph "h".</p> <p>The NVTa therefore needs to establish a policy for TransAction 2040 that is similar to that in 23 U.S. Code § 138. The NVTa should not fund any project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance unless (1) there is no feasible and prudent alternative to the use of such land including the no action alternative, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.</p> <p>Bicycle/pedestrian trail projects have much lower costs than do transit and highway projects. The present rating and ranking procedure (CRRC) therefore favor trail projects, even where their congestion reduction (if any) is minimal.</p> <p>This is especially important because any reduction of congestion on bicycle/pedestrian trails rarely, if ever, reduces congestion on area roads and highways. Many users of such trails travel for short distances and therefore would not otherwise use roads and highways for their trips.</p>

Comment Form Question	Comment Form Submission #80
	<p>The NVTA has never validated its rating and ranking procedures for bicycle/pedestrian trail projects. The NVTA and external groups have only validated these procedures for projects involving other modes of transportation. Such validations are not relevant to bicycle/pedestrian trails, many of which have heavy recreational uses.</p> <p>If the NVTA does not establish a policy for TransAction 2040 that is similar to that in 23 U.S. Code § 138, the NVTA needs to either revise its rating and ranking procedures for bicycle/pedestrian trail construction and improvement projects or not fund them within TransAction 2040. The use of the CRRP for such projects is inappropriate, lacks validation and does not consider congestion that recreation, rather than transportation, creates. This is especially important for bicycle/pedestrian trail projects that use public parkland, as all such projects damage the parks' environment.</p> <p>Many bicycle/pedestrian trails primarily serve recreational uses, rather than transportation uses. This is especially true for trails that travel through parks.</p> <p>The final project list for TransAction 2040 should therefore not include Project ID#72 (Arlington Regional Trail Network), paragraph "h" (expansion (widening) of the Bluemont Junction Trail, the Custis Trail, the Four Mile Run Trail, the Mount Vernon Trail and the W&OD Trail) and Project ID #406 (W&OD Regional Trail Capacity and Connectivity Enhancements) or any other trail projects that will use public park land. That is because:</p> <ol style="list-style-type: none"> 1. Recreation is outside of the scope of the NVTA's legislative mandate, and, 2. Those projects will create in many adverse environmental impacts within public parks.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of</p>	<p>No comments.</p>

Comment Form Question	Comment Form Submission #80
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>The federal government has long recognized that transportation projects that use public parks, recreation areas and wildlife and waterfowl refuges can significantly damage the environments of such parks, areas and refuges. For that reason, 23 U.S. Code § 138 - Preservation of parklands (https://www.law.cornell.edu/uscode/text/23/138) states: “It is declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”</p> <p>23 U.S. Code § 138 further states that the Secretary of Transportation of the United States "shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.”</p> <p>The NVT A needs to establish a policy for TransAction 2040 that is similar to that in 23 U.S. Code § 138. The NVT A should not fund any project that requires the use of any publicly owned land from a public park, recreation area,</p>

Comment Form Question	Comment Form Submission #80
	<p>or wildlife and waterfowl refuge of national, State, or local significance unless (1) there is no feasible and prudent alternative to the use of such land including the no action alternative, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.</p> <p>Further, TransAction 2040 should assure that the rating and ranking criteria for individual projects should not rely entirely upon the Congestion Reduction Relative to Cost (CRRC). TransAction 2040 needs to assure that those criteria also include evaluations of the adverse environmental impacts that each project will create.</p> <p>TransAction 2040 should also assure that bicycle/pedestrian projects are ranked against each other, rather than against other types of projects, such as highway and transit projects. Bicycle/pedestrian projects have much lower costs than highway and transit projects do. Although bicycle/pedestrian projects also reduce motor vehicle traffic congestion much less than do highway and transit projects, the CRRC does not recognize this.</p> <p>The NVTa has never adopted a procedure to be used in calculating the CRRC that compares reductions in motor vehicle traffic congestion that bicycle/pedestrian projects produce to the reductions that highway and transit projects do. In the absence of such a procedure, TransAction 2040 needs to assure that bicycle/pedestrian projects are ranked against each other, rather than against other types of projects.</p>
8. Please share any comments you have on the TransAction planning process and/or public participation.	No comments.
9. Please let us know how NVTa could make the review and public participation process easier for you.	No comments.
10. If you have any other comments, please share your feedback below.	No comments.
Date	9/5/2022 10:55 PM

Comment Form Question		Comment Form Submission #81	
Name		Terry Jones	
ZIP Code		22025	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		NVTa web site	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		I believe the post COVID transportation needs will be very different from pre-COVID. How much data is being collected on post-COVID trends so the plan effectively addresses the new trends in transportation needs?	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Agree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		I think it is basically a commendable plan.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Agree	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.		More emphasis needs to be placed on improving mass transit accessibility, reliability, and convenience to reduce the need for so much costly roadway development caused by persons concluding that driving is their best option.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.		The project nearest me is #273: the Van Buren Rd. Ext. in Prince William County. I am very familiar with progress on that plan. With the widening of US 1 in Dumfries, the addition of a large new casino there, and a new church and shopping center at the intersection of Rt. 234 and Van Buren Rd., I believe there is much more study needed before money should be allocated for the Van Buren Rd. and intersection design and construction. How will traffic flow at that complex intersection, and what will be the impact	

Comment Form Question	Comment Form Submission #81
	on the two restaurants that are currently very active at the intersection? Access to the Copper Mill housing development will also be severely impacted as well as access to the existing shopping center there.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	I think a lot of post pandemic study is required to get reasonable projections of new patterns of transportation needs.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	Thanks for allowing public input.
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/7/2022 1:08 PM

Comment Form Question	Comment Form Submission #82
Name	James Durham
ZIP Code	22304
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From other community multi-modal advocates
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	1. NVTA's work to develop a plan is not yet done. Work so far is appreciated, but cannot be considered a plan without priorities and funding considerations. Starting with the wish list that has been developed, create cost constrained combinations of solutions and test them against postulated scenarios.

Comment Form Question	Comment Form Submission #82
	2. Include land use options as part of the solution space. Land use shapes and determine transportation needs.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	The plan needs to include land use and be restricted to prioritized and likely-to-be-funded projects before it can be evaluated against the stated goals.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The document does not prioritize multi-modal options which are proven to address Safety</p> <p>The document does not address housing or land use, both of which are essential to addressing Equity</p> <p>The document does not sufficiently address reducing Vehicle Miles traveled - an essential part of Sustainability</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	Great to see a Rapid Transit Network incorporated in the document. This project should be a top priority perhaps worthy of creating a regional working group of board members who will focus on implementation of the network as soon as practical.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p>	Test cost constrained packages of solutions against these scenarios.

Comment Form Question	Comment Form Submission #82
<p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	<p>1. Prioritization</p> <p>2. Evaluation of cost-constrained packages of solutions</p> <p>3. Land use</p>
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/8/2022 10:41 PM

Comment Form Question	Comment Form Submission #83
Name	Mostafa ElNahass
ZIP Code	22043
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	NVTa twitter
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The plan is very bad environmentally, for traffic and economically as well. Almost 60% of the projects are car based infrastructure and will increase driving in the area. This means widening roads and creating long intersection will put a lot of cyclists and pedestrians in danger. Road deaths are increasing and it is not a surprise because most of the previous projects were car based infrastructure. There is always an argument that most trips are done by car and the reason is because the transit system is underfunded, unplanned and does not have the right of way. Also the available infrastructure for cyclists and pedestrians is too dangerous.</p> <p>Environmentally more driving would mean more emissions which are not only from fuel emissions but also from the tires which will not reduce our emissions and reach the goals the government set. Electrified rail transit, bus, Bicycle and</p>

Comment Form Question	Comment Form Submission #83
	<p>pedestrian should have the major investment. Traffic will increase if we increase the car infrastructure due to induced demand. The goal is to reduce the number of cars but this project will do the opposite.</p> <p>Economically being forced to own a personal vehicle with no alternatives in a car centric area is a tax on the poor and people with low income. Auto loans, registration, accidents and insurance drain the wealth of people who come from disadvantaged economic backgrounds</p> <p>Car centric infrastructure in Virginia was formed by destroying minority neighborhood like I95 in Richmond. We should restore these communities back again and not extend the damage we have done in 60 years.</p> <p>The NVTa plan says the right things and has the right goals and values. But, the accompanying project list still has a “more of the same” transportation planning aspect that favors roads over multimodal transportation alternatives.</p> <p>The plan appears to include only seven specific protected bike lane projects on the list that runs to 2045. This is a serious missed opportunity to do more, faster, to improve active and multimodal transportation.</p> <p>The plan should prioritize the funding of bicycling and other multimodal transportation options in its next Six-Year Program as cost-effective and responsive means to achieving NVTa goals and values.</p> <p>By not doing more to advance transit and multimodal transportation alternatives more rapidly, the plan will be relying on past approaches that have repeatedly failed to address congestion, CO2 emissions, pollution, and the need to reduce vehicle miles traveled.</p> <p>While the increase in projects involving trails, shared-use paths, and protected bike lanes is laudable, the plan and project list suggest that many are tied to lengthy road projects or major transit hub projects rather than rapid, short-term efforts to create the type of bicycling and walking infrastructure that could have an immediate impact on reducing congestion and pollution.</p>
3. NVTa has identified three goals for TransAction and the future of transportation in Northern	Strongly Disagree

Comment Form Question	Comment Form Submission #83
<p>Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Transit project descriptions leave unanswered questions about how infrastructure improvements might enhance overall performance of the multimodal transportation system beyond accessibility and possibly resiliency.</p> <p>Plans should describe how transit will be made more affordable and reliable to induce commuters and others to use active transportation to exploit multimodal options. Plan does not address secure and adequate bicycle parking, which will be essential to ensuring that riders can make use of major transit hubs, such as Metro or VRE stations.</p>
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Adding funding and greater prioritization of Public transit, bicycle infrastructure and pedestrian infrastructure will more rapidly achieve NVTA values and goals.</p> <p>The plan's continued emphasis on expanding highway lanes and incentivizing more motor vehicle traffic undercuts its other attempts to promote transit and multimodal options which are opposite from the goals. What it will achieve is: unsafe, discriminatory and environmentally damaging effects.</p> <p>The plan's emphasis on roadways seems more likely to induce new traffic congestion with more lanes and tolls, developments that have not previously contributed to any of the three core values in the last 60 years since the Urban</p>

Comment Form Question	Comment Form Submission #83
	Renewal and the highway project by President Dwight Eisenhower.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>8 Tysons Circulator Implement Tysons Circulator system. Improvements may include additional vehicles required to operate the service, maintenance/storage facilities, customer information, mobility hubs, bus stops and access facilities.</p> <p>Implement a street car instead or a trolley bus which would be more sustainable and would have the right of way. A bus without the right of way will be very slow.</p> <p>10 West Loudoun "Gateway" Parkand-Ride</p> <p>Parking for transit should be eliminated and instead provide proper transit from people's homes to the park and ride</p> <p>Descriptions of proposed bicycle improvements as part of larger multimodal improvements at Metrorail stations should be as detailed as those given for Project 12 Herndon Metrorail Multimodal Improvements. General: All proposed multimodal improvements for transit hubs should include secure bicycle parking (Project IDs: 12, 66, 70, 87, and 195).</p> <p>Project 445 Route 309/Glebe Road: McLean to Ballston Bike Connections. Route 309 would require extensive widening to add low-stress bicycling infrastructure between McLean and Kirby Road. A better connection that could link in part of Tysons and could be added using existing wide streets in all but a few spots would be to install protected bike lanes along Great Falls Street (Route 694) between Route 123 Dolley Madison Boulevard and the W&OD Trail, which connects to the Custis Trail just past the East Fall Church Metro Station. This project should be a high-priority.</p> <p>13 Transit Connections to Silver Line Phase</p>

Comment Form Question	Comment Form Submission #83
	<p data-bbox="802 216 922 243">II Stations</p> <p data-bbox="802 289 1393 457">Park and ride lots should be eliminated and instead the transit network should pass through the homes of people to reduce unnecessary infrastructure. Instead you can have a bicycle and bus accessible bus station</p> <p data-bbox="802 504 1027 600">31 Route 7 Transit: Tysons to Mark Center</p> <p data-bbox="802 646 1372 743">The mode should be Light rail, street car, trolley bus for efficiency and at the same time it would have the right of way</p> <p data-bbox="802 789 1052 886">32 Route 28 Corridor High-Capacity Transit</p> <p data-bbox="802 932 1330 959">Create LRT to make a LRT network for NOVA</p> <p data-bbox="802 1005 1036 1173">33 High-Capacity Transit Extension from Vienna Metrorail station to Centreville</p> <p data-bbox="802 1220 1386 1316">There needs to be metrorail expansion which should only stop in main cities but supplemented with LRT for city to city connection</p> <p data-bbox="802 1362 998 1390">39 Route 1 BRT I</p> <p data-bbox="802 1436 1057 1463">Replace BRT with LRT</p> <p data-bbox="802 1509 1008 1606">40 Columbia Pike Express Transit Network (PrTN)</p> <p data-bbox="802 1652 1390 1680">The transit mode should be LRT instead of busses</p> <p data-bbox="802 1726 1057 1780">448 US 29: Rosslyn to Golden Triangle BRT</p> <p data-bbox="802 1827 953 1881">42 West End Transitway</p>

Comment Form Question	Comment Form Submission #83
	<p>LRT instead of BRT</p> <p>44 Route 50 BRT 45 Route 29 BRT</p> <p>Both projects should be LRT</p> <p>86 I-395 Bus Lanes</p> <p>Construct LRT or Street Cars to connect with the DC streetcar network</p> <p>93 Fredericksburg Line Rail Capacity Improvements</p> <p>Electrification should be included as well to add better Commuter and Amtrak service and continue the Northeastern Corridor</p> <p>116 Implement Integrated Regional Rail Service: VREMARC Run- through service</p> <p>The tracks need to be electrified. Direct connection between Southern Maryland and Northern Virginia New line Which passes from Arlington parallel to the metro line and reaches West Virginia Create a commuter rail network similar to NJ Transit, Metra and MBTA T Commuter Rail</p> <p>423 Alexandria Metroway</p> <p>117 Metroway: Pentagon City Extension and Southern Extension to the City of Alexandria</p> <p>LRT to replace buses</p> <p>133 Falls Church Enhanced Bus</p>

Comment Form Question	Comment Form Submission #83
	<p>Service</p> <p>Vertical and horizontal bus services. Currently Horizontal bus service is vast but Vertical bus service to connect the routes is rare and slow</p> <p>199 Vienna Metrorail Access Improvements</p> <p>Parking should be removed from the plan</p> <p>200 New Central and East Prince William County to Pentagon and DC OmniRide</p> <p>201 New Manassas to Dulles OmniRide</p> <p>202 New Gainesville and Haymarket to Dulles OmniRide</p> <p>296 Implement New OmniLink Service</p> <p>Service should be frequent during the weekday and weekend</p> <p>297 Widen Long Bridge</p> <p>298 VRE Alexandria-DC Rail Capacity Improvements</p> <p>301 Fredericksburg Line Service Expansion</p> <p>300 VRE Manassas Line Rail Capacity Enhancements</p> <p>Should include electrification</p> <p>302 Fredericksburg Line</p>

Comment Form Question	Comment Form Submission #83
	<p>Peak Period Service Expansion</p> <p>303 Manassas Line Peak Period Service Expansion</p> <p>304 VRE Express Service - Fredericksburg Line</p> <p>305 VRE Express Service - Manassas Line</p> <p>410 VRE Weekend Service</p> <p>Should run every 15 minutes 24/7</p> <p>319 I-66 Corridor Parkand-Ride in Prince William County</p> <p>320 I-95 Corridor Parkand-Ride in Prince William County</p> <p>385 Horner Road Park and Ride Lot Expansion</p> <p>Do not create a park and ride and instead connect bus service to resident areas</p> <p>334 Falls Church Metro Station Access</p> <p>Sidewalks in Great Falls Street and protected bike lanes also in all of Haycock road and Shreve Road</p> <p>367 Improvements to Expand Ferry Capacity</p> <p>Ferry is polluting and should be defunded instead of funded</p> <p>384 Autonomous Vehicle Network on Quantico Marine</p>

Comment Form Question	Comment Form Submission #83
	<p>Corps Base</p> <p>Autonomous service should be 24/7 every 10 minutes</p> <p>401 Army Navy Drive Transit Center at the Pentagon</p> <p>Remove parking from this plan</p> <p>Roadway, Parking, Intersection & interchanges, High Occupancy Vehicle/Toll (HOV/HOT) should not be funded or implemented</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Express lanes appear to benefit the few while still creating congestion and the inevitable choke points. Increase tolls promote cut-through traffic that ruins some neighborhoods and poses a danger to pedestrians and bicyclists on local streets. In short, NVTa should emphasize getting people out of cars, rather than advantaging some motorists who can afford express lanes and disadvantaging other road users and nearby residents.</p> <p>NVTa plans should promote all engineering, technological and policing efforts to reduce or eliminate the post-pandemic normal of reckless and distracted driving, especially speeding, which, as the plan points out, is behind most delays and the threat to life on regional highways and increasingly local streets.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Bike projects should specifically include parking infrastructure where appropriate.</p> <p>As mentioned earlier, NVTa plans should promote all engineering, technological and policing efforts to reduce reckless and distracted driving, especially speeding.</p> <p>The plan also needs to be clearer about projects to mitigate the impact of climate change, especially the impact of more flooding and storm damage that impedes roadways and affects traffic signals.</p> <p>A long-term public transit network like Metro or light rail to provide city to city connection inside of NOVA and also connect with transit Networks in Maryland, West Virginia and DC</p> <p>A long term project to electrify the VRE and</p>

Comment Form Question	Comment Form Submission #83
	expand the network to become similar to major commuter transit networks in the US like: NJ Transit and MBTA T Commuter rail Create a high speed rail infrastructure past Union Station to connect with networks in the south, West Virginia, Tennessee and Maryland
8. Please share any comments you have on the TransAction planning process and/or public participation.	The process does not take the people's opinion seriously and yet they choose to ignore it and instead widen roads and install car based infrastructure
9. Please let us know how NVTa could make the review and public participation process easier for you.	NVTa should make a vote for each project with comments
10. If you have any other comments, please share your feedback below.	The only car based infrastructure should be to reduce cars and dependance on cars, eliminate parking minimums and road diets. The investment should be mostly in Public transit long term projects, bicycle infrastructure, ground utility poles, better lights on the roads and sidewalks, better pedestrian infrastructure
Date	9/9/2022 2:38 AM

Comment Form Question	Comment Form Submission #84
Name	Sam Harmic
ZIP Code	20171
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Twitter
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree

Comment Form Question	Comment Form Submission #84
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	I believe that smaller & cheaper but much more plentiful changes should be added, preferably more of being non-automobile focused.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	Add more multiple choice options while keeping the number of free text boxes.
10. If you have any other comments, please share your feedback below.	
Date	9/11/2022 12:29 AM

Comment Form Question	Comment Form Submission #85
Name	Colton Takata
ZIP Code	22203

Comment Form Question	Comment Form Submission #85
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Word of mouth
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The region is definitely going to be growing with the number of jobs and population, which will make transportation even more important. I like the parts of the plan that focus on expanding public transit to connect neighborhoods and provide multi-modal methods of traveling through different corridors. However there are still a lot idea and metrics that focus solely on moving people with cars only which I do not think is a sustainable path for the region which I will discuss in future questions.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	<p>There are a lot of good projects included in this plan related to improving transit and accessibility in many corridors. The building of the BRT and HCT is a good plus for the region to connections since a lot of travel is neighborhood to neighborhood in many of the suburbs.</p> <p>On the other hand, there are still a lot of the same highway expansion projects that are not sustainable solutions for the region. This will be addressed more in my response to question 5, but road widening that add more lanes solely for cars and nothing else will not aid in congestion in the region, cost a lot of taxpayer money upfront, and will just cost even more money to repair in the generations that follow. This is not a sustainable solution to the growth of the region.</p> <p>In addition, some objectives of the plan are still</p>

Comment Form Question	Comment Form Submission #85
	<p>greatly caters towards car dependence and not really focused on corridor mobility. For example the objectives A and B, which fall under mobility, are focused more on travel times rather than how well corridors are at handling traffic volumes. They are optimizing for traveling latency rather than corridor throughput. Corridor throughput would be measuring how many travelers are able to pass through a corridor within a given timeframe rather than how long it takes for a single traveler to pass through a corridor. Focusing on times can make a road or corridor seem effective if only made for cars since they can go faster and make less stops than other modes of transit. However cars take up more road space per traveler than all of the other forms of transit. They are the least space efficient means of transporting large volumes of travelers. So you can have a corridor with lots of fast travel times, but still very few people actually making it through it in a given timeframe when compared to other forms of transit such as bus, pedestrian, bike, etc. traveling in conjunctions with cars. As such it is disappointing to see a metric of this kind ignored. If a future problem of the roads is the growing number of travelers on them, the plan should be measuring how well corridors are able to handle large volumes of travelers and how we can optimize them to handle greater volumes.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>I want to point out that objective A of reducing person hours in congestion and objective E of improving safety are at odds with one another. In trying to optimize for time, vehicle speeds are going to be increasing. Speeding increases fatalities and designing for higher speeds will increase speeding by vehicles. The plans make no mentions of addressing speeding with road designs or even road diets to improve the safety of areas and the fact that the very first objective is on travel time shows how it is the top priority over safety.</p> <p>In addition, more projects focus on roadways</p>

Comment Form Question	Comment Form Submission #85
	<p>than transit and non-motorized combined. If the region wants to become more equitable or sustainable, it should focus more on projects that benefit individuals who are unable to afford a car, gas, loans, maintenance, insurance, and all other car related expenses rather than those who can. Cars are not a very financially accessible option. Just look at with how the used car market is skyrocketing and how gas prices have been in flux. Buying and owning a car has become very expensive. This is not a financially sustainable solution.</p> <p>Lastly, there are very little projects focused on undoing the damage that some of the highways in this area have done to various communities. They focus on expanding these highways rather than tearing them down and reconnecting communities that they have split decades ago. This runs very contrary to the equity aspect of the project.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I strongly believe that Projects 1, 2, and 3 are not beneficial to the region, do not align with the goals of this plan, fail to address issues of congestions, and should be scraped. The total estimated costs of these road widening projects is \$442.927M (Project 1 = \$125.789M, Project 2 = \$250.758M and Project 3 = \$66.38M). It is well studied that widening roads leads to more cars on the road in the long term via the principle of induced demand. This results in even worse congestion and reduced travel time through these widened corridors. The 20 year scope of this plan should account for this issue but does not. This ultimately does not align with the plan's goals of resiliency and sustainability as it would not help the corridor address its car congestion.</p> <p>Ideally, these corridors would cater more to alternative and more efficient methods of transporting large groups of individuals than such as transit or just making them simply more walkable. Those efforts would work to take more cars off of the roads instead of trying to incentivize more cars to these corridors.</p> <p>To the point of walkability, making these roads</p>

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	<p>wider makes these areas make are already hostile areas for pedestrians even more hostile. These corridors cut through residential and commercial areas. Right now in order to cross the street, pedestrians have to cross at least 4 lanes. These projects will be asking those same individuals to now cross two extra lanes. I do not see how this is acceptable to ask of the local community that these roads cut through to do just to simply access different parts of their neighborhood. This is especially thinking of the elderly, children, and parents. These road widening projects catering to just cars at the expense to any other mode of transportation are not a sustainable solution. I implore the transit authority to not spend money on these projects and instead use the funds for multi-modal projects in this corridors.</p> <p>The same can be said for the following projects that are focused just on road widening with no other plans to use the extra space for any mode of transit besides automobile: [Note the following format is used in the list below: Project Id (~Estimated Cost)]</p> <p>14 (~\$26M) 20 (~\$59M) 26 (~\$269M) 28 (~\$59M) 29 (~\$12M) 48 (~\$40M) 51 (~\$139M) 52 (~\$373M) 54 (~\$51.6M) 68 (~\$127M) 76 (~\$123M) 79 (~\$150M) 95 (~\$310M) 98 (~\$19M) 99 (~\$19M) 130 (~\$27M) 144 (~\$22M) 146 (~\$25M) 149 (~\$47M) 153 (~\$24M) 154 (~\$22M) 158 (~15M)</p>

Comment Form Question	Comment Form Submission #85
	166 (~\$100M)
	167 (~\$4M)
	168 (~\$64M)
	170 (~\$170M)
	172 (~\$12M)
	173 (~\$54M)
	174 (~\$32M)
	175 (~\$37M)
	176 (~\$17M)
	177 (~\$2M)
	178 (~\$71M)
	179 (~\$117M)
	180 (~\$184M)
	181 (~\$19M)
	182 (~\$52M)
	183 (~\$42M)
	186 (~\$4M)
	187 (~\$2M)
	188 (~\$137M)
	189 (~\$20M)
	191 (~\$113M)
	213 (~\$47M)
	214 (~\$206M)
	216 (~\$140M)
	217 (~\$79M)
	218 (~\$8M)
	219 (~\$419M)
	220 (~\$26M)
	228 (~\$16M)
	229 (~\$30M)
	232 (~\$67M)
	237 (~\$9M)
	238 (~\$62M)
	239 (~\$50M)
	240 (~\$9M)
	241 (~\$66M)
	242 (~\$50M)
	243 (~\$408M)
	244 (~\$63M)
	245 (~\$16M)
	248 (~\$32M)
	249 (~\$58M)
	250 (~\$100M)
	251 (~\$234M)
	252 (~\$80M)
	253 (~\$108M)
	256 (~\$23M)

Comment Form Question	Comment Form Submission #85
	<p>259 (~\$15M) 260 (~\$38M) 261 (~\$76M) 262 (~\$64M) 263 (~\$358M) 264 (~\$253M) 268 (~\$209M) 269 (~\$73M) 270 (~\$42M) 271 (~\$35M) 272 (~\$17M) 275 (~\$84M) 276 (~\$180M) 277 (~\$111M) 282 (~\$269M) 306 (~\$69M) 307 (~\$50M) 314 (~\$1058M) 315 (~\$57M) 316 (~\$50M) 328 (~\$486M) 349 (~\$42M) 376 (~\$500M) 387 (~\$150M)</p> <p>All of these projects are focused on adding more lanes for just cars, and not other improvements like bike lanes and other means of transit. Financially all of these projects amount to an estimated \$10.3 billion. This is half of the entire estimated budget for the entire plan. It is doubtful that these costs include the maintenance of all of the new lanes that were added in the future after they are built. This financially does not make sense to do these projects now and then saddle future generations of Norther Virginians with the bill of having to pay for all of these extra roads.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected,</p>	<p>With autonomous vehicles, it is important to keep in mind how much sound they can produce. The sound is not from engine noise but from tire to pavement friction. Particularly along highways, electric cars are heavier than gas powered, meaning the sound that this friction makes at higher speeds will be louder. This is important to consider when designing road speeds around</p>

Comment Form Question	Comment Form Submission #85
<p>automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>residential and commercial areas.</p> <p>I do not think anyone can predict how the area is going to grow and plan perfectly for it, so allowing flexibility of any new streets to be repurposed in the future and not assuming that people will just be using streets for single purposes will be very important. It is important to empower the local jurisdictions to design their streets how they use them, rather than from the state level down.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	N/A
8. Please share any comments you have on the TransAction planning process and/or public participation.	It is good that you are requesting public feedback and during this phase made it very accessible to find. The interactive map was particularly helpful for visualizing all of the proposed projects.
9. Please let us know how NVTa could make the review and public participation process easier for you.	Provide the project list and costs as a comma separated value (csv) or excel document formats to make it easier to analyze the project data in the future.
10. If you have any other comments, please share your feedback below.	
Date	9/11/2022 11:57 AM

Comment Form Question	Comment Form Submission #86
Name	Ryan Spann
ZIP Code	20755
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I heard about it while constantly checking progress on the Dulles Metro station.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I believe that any plans for railways, bus lanes, and people walking/cycling infrastructure should be prioritized. Highways should not be expanded at all, that is just more induced demand. There should be intercity trams or rails to supplement the Metro and roads. STOP widening the roads! That is just going to create even more congestion. Put tolls on normal highway lanes, and stop with the separate lanes for EZ pass. Change intersections to make it prioritize walking and bikes. Make roads narrow and separate the lane directions to make crossing the street safer and easier for everyone not in a car. Getting to the airport should have been a priority from day one instead of playing catch up now. You should be</p>

Comment Form Question	Comment Form Submission #86
	discouraging car traffic in city centers and people centric areas.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Agree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	Why is all of the transport centered on commuters (which are a large part of the problem) and not all passengers for leisure and work? REDUCE traffic volumes, what is the point of increasing traffic volume?
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	More highways will never lead to more safety in this country. The culture will never work out to be that way. What's the point of adding more lanes to the roads? Seriously? It's not for a bus or a train so why? STOP widening the roads! Vehicle speeds should be limited to 20 mph or lower in urban or suburban areas at all times.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	STOP widening the roads! Jesus Christ, do not build any more park and ride stops, its a waste of space that could be developed so much better. Why are there so many roadway projects that included widening or extending? That is sad to see. It does not help that most of the area is flooded with wasteful single family housing. Why are are most of the transit projects so low on the list? You have to make using the bus services more attractive to passengers to get them to use it. There should be one or two more metro stations in Arlington.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered</p>	You're not going to solve congestion by widening roads, who is the genius that is suggesting that?

Comment Form Question	Comment Form Submission #86
<p>multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The traffic signals and lanes need to be separated to prioritize walkers, then bikes, then buses. Cars should not be considered at the top.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>There needs to be more rail connecting different areas in between the and around the current metro. I should not have to travel to the city center just to change lines. It's a commuter rail trying to act like a passenger network, when it's not built that way.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>YOU need to do a lot more for public transit and less for car-centric transit. What about all of the grade changes between the streets and the walking/ bike paths?</p>
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	<p>I had to put in work just to find the organization. Just a random click on an article I just happened to read about the CEO.</p>
<p>10. If you have any other comments, please share your feedback below.</p>	<p>I hope to get some kind of feedback. I'm not even sure how many people even know this committee exists.</p>
<p>Date</p>	<p>9/13/2022 11:55 AM</p>

Comment Form Question	Comment Form Submission #87
<p>Name</p>	<p>Michele Breslin</p>
<p>ZIP Code</p>	<p>20176</p>
<p>1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?</p>	<p>Leesburg Facebook Group</p>
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal</p>	

Comment Form Question	Comment Form Submission #87
<p>transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I would like more information on project #173. This will directly affect my home, and I want to know which interchanges are being removed or added. The list on the interactive map lists White Gate Road, but the list on the PDF mentions Hillsboro instead. I would love clarification on this item.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	

Comment Form Question	Comment Form Submission #87
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 1:43 PM

Comment Form Question	Comment Form Submission #88
Name	Paul Snodgrass
ZIP Code	22204
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Additional car lanes and highway widening will induce even more of cars to use the roadways and cause even more congestion everywhere. Adding more than a thousand new lane miles will also create new maintenance burdens for a mode of travel that needs to be reduced. Furthering our dependence on cars and increasing the number of cars on the road will increase congestion, greenhouse gas emissions, car-related deaths and injuries and will decrease air quality. We do not need more cars on the road.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most. Resiliency: A plan that fails to reduce vehicle

Comment Form Question	Comment Form Submission #88
	miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Project 60: Widening Route 50 in between the City of Fairfax and Arlington will induce more cars to travel through my neighborhood in Arlington. More cars on Route 50 will further poison the air around my home, my church, and my child's pre-school. More cars on Route 50 will increase the duration and danger of my daily commute to work by bicycle, which crosses Route 50. Making Route 50 more dangerous and time consuming to cross impacts the safety of getting my children from our home in South Arlington to activities in North Arlington.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel	The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.

Comment Form Question	Comment Form Submission #88
behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 3:04 PM

Comment Form Question	Comment Form Submission #89
Name	Nancy Warner
ZIP Code	20170
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Faith Alliance for Climate Solutions
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I want to stress the importance of making alternatives to cars transportation more usable and more inviting to residents. We cannot keep expanding car transport. Our planet is suffering from the exhaust of all these cars.</p> <p>We are bus and Metro riders, plus we use bikes for lots of our trips, both for shopping and for commuting to work. We are fortunate to live in an area (Herndon) where this is possible. However, in our previous location, one of our family was commuting about one hour each way to get to work daily, even though he would have preferred some other option. It is almost impossible to get from the Mt. Vernon area to Herndon by public transportation. This is why we were forced to move, even though we liked our neighborhood a lot.</p> <p>Many places do not have safe bike paths, so my daughter rides on sidewalks a lot (looking out for pedestrians, of course.) Some places do not even have very safe ways for pedestrians to get where they need to go, for example the Richmond Highway corridor, where there have been serious accidents.</p>

Comment Form Question	Comment Form Submission #89
	Please focus on improving bus/rail and bike/pedestrian needs!
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	

Comment Form Question	Comment Form Submission #89
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 4:40 PM

Comment Form Question	Comment Form Submission #90
Name	Eric Goplerud
ZIP Code	20194
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I receive the email alerts from MWCOC, NVTa and NVRC so keep up on transportation planning
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>NVTa Transportation Technology Strategic Plan, Strategy #8: Advance decarbonization of the transportation system is insufficiently aggressive. According to the long range plan, "Electrification and Emissions, p. 17, TransAction includes three projects specifically designed to increase access to charging/fueling infrastructure for low/Zero emissions vehicles of all types." A long term investment of only \$741 million into three projects pales before the \$27.5 billion investment in roads and intersections. According to the long range plan, " If more progress can be made on electrifying trucks, buses and private cars, and the composition of the energy sources utilized in the Commonwealth is maintained, emissions could be reduced by up to 54%."</p> <p>5.9 Strategy #8: Advance decarbonization of the transportation system pulls its punches, using terms like "may" not "must". The plan rightly points out three key issues: "Range anxiety" is a problem, EV battery technology will improve, and EV usage will yield benefits.</p> <p>It is critical that the transportation plan recognized that electrification is the future of transportation and prepare the region to be a leader. The plan projects investing 2.7% of its funds for electrification. This is inadequate!</p>

Comment Form Question	Comment Form Submission #90
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	This remains a car focused transportation plan. it envisions more concrete.
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Agree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	

Comment Form Question	Comment Form Submission #90
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 4:47 PM

Comment Form Question	Comment Form Submission #91
Name	Judy Burnam
ZIP Code	22152
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Email from Faith Alliance for Climate Solutions
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a "fix it first" approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating "Complete Streets" that encourage walking, cycling, and public transit, not just automobile use (see https://smartgrowthamerica.org/what-are-complete-streets/ To address reduction in carbon emissions, building infrastructure for electric vehicle, e.g. charging stations should be considered.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral

Comment Form Question	Comment Form Submission #91
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 5:01 PM

Comment Form Question	Comment Form Submission #92
Name	Judy Burnam
ZIP Code	22152

Comment Form Question	Comment Form Submission #92
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	As noted, many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a "fix it first" approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating "Complete Streets" that encourage walking, cycling, and public transit, not just automobile use (see https://smartgrowthamerica.org/what-are-complete-streets). Also, including charging station infrastructure for electric vehicles should be included.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered	

Comment Form Question	Comment Form Submission #92
<p>multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 5:03 PM

Comment Form Question	Comment Form Submission #93
Name	Jacomina de Regt
ZIP Code	22203
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Alerted to it by people in our church
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am missing bold and innovative actions that would reduce emissions and build infrastructure in the region for a future with climate change. European countries are looking at, planning for and implementing infrastructure for electric bikes for commuting. In an equally densely populated region as Northern Virginia, this would be an excellent, forward looking option.</p> <p>Please consider.</p>
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal	Disagree

Comment Form Question	Comment Form Submission #93
<p>transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>I think you could not only consider these scenarios, but also push all three of them, and "working from home and less commuting", using shared electric vehicles and implementing policies to change travel behavior are all super important to reduce emissions</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>see my comment on promoting electric bikes, shared or not, same with electric scooters.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #93
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 5:34 PM

Comment Form Question	Comment Form Submission #94
Name	Julie Tutwiler
ZIP Code	22182
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From Family member
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I think that the Plan Document is not particularly easy to follow. Some acronyms are used for which their explanation is not readily apparent. It might also be nice to have some explanation about your methodology for your "build vs no-build" scenarios. I find it difficult to believe that Non-motorized trips will decrease in the "build" vs "no build" situation.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	I didn't see any particular explanation about how these goals are achieved. Many of the Roadway projects seem to be aimed to move vehicles, if they are for safety reasons, it isn't explained.

Comment Form Question	Comment Form Submission #94
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>I think that more non-motorized mobility should be emphasized. Particularly in terms of north-south travel in the eastern (Annandale, Merrifield, Tysons, McLean) region of Fairfax county. There are few dedicated bicycle lanes, and the ones that do exist are discontinuous. It does no good when bike lanes come and go along busy stretches of congested areas (for example Gallows Road through the Merrifield area). Many people might be encouraged to commute along the W&OD Trail if there were safe ways to access it. Most of the Bike-Peds improvement seem to be oriented toward corridors that run East and West rather than North and South. East-West commuters have many options - improved roadways, Rail, Mass Transit, but there are fewer "non-car" options for those commuting within their own county. Those of us who live close in to the beltway do not feel that everything should be oriented toward getting people from the outer suburbs to the inner ones. They chose lower prices and long commutes over higher housing prices and proximity to work and shopping.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #94
9. Please let us know how NVTa could make the review and public participation process easier for you.	Your website makes it difficult to find the actual document that I wished to comment upon. I went through many pre-2020 documents before I found the one for which the current comment period applies.
10. If you have any other comments, please share your feedback below.	Those of us who live close in to the beltway do not feel that everything should be oriented toward getting people from the outer suburbs to the inner ones. They chose lower prices and long commutes over higher housing prices and proximity to work and shopping.
Date	9/13/2022 9:39 PM

Comment Form Question	Comment Form Submission #95
Name	Steven Vogel
ZIP Code	220464121
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Please, reduce Greenhouse Gas.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030 (see https://www.mwcog.org/environment/planning-areas/climate-and-energy/). Likewise, other jurisdictions in NVTa's planning area also have forward-looking plans to lower GHG emissions, including from transportation (e.g., Fairfax County [https://www.fairfaxcounty.gov/environment-energy-coordination/climate-planning-action] and Arlington County [https://www.arlingtonva.us/Government/Programs/Sustainability-and-Environment/Energy/County-Operations]). NVTa should ensure that the projects listed in the TransAction plan are consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.</p> <p>A "business as usual" approach to funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the</p>

Comment Form Question	Comment Form Submission #95
	<p>region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of “induced demand,” wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter (negatively affecting my own ASTHMA). The NVTa cites its three core values as safety, equity, and sustainability--and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p> <p>To meet our climate targets, one key strategy is to rapidly transition to electric vehicles (EVs), and a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million--less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan’s proposed funding levels are inadequate.</p> <p>Another key strategy to meet our climate targets is to reduce per capita (and total) Vehicle Miles Traveled (VMT). However, the majority of projects (253 of 429) focus on roads, interchanges, and intersections, with many projects to widen roads (totaling more than 1,000 miles of wider roads!). As noted, by encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air</p>

Comment Form Question	Comment Form Submission #95
	<p>pollution in general. (It should be noted that transit projects, while fewer in number, constitute the majority of the cost of the plan--\$46 billion of the more than \$75 billion cost of the projects in the draft plan. However, to date, the bulk of the money actually expended on transportation projects has focused on widening roads and otherwise accommodating automobiles.)</p> <p>As noted, many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use (see https://smartgrowthamerica.org/what-are-complete-streets/).</p> <p>A new initiative recently adopted by the NVTa is its “Transportation Technology Strategic Plan” (TTSP; see https://thenovaauthority.org/wp-content/uploads/2022/01/TTSP-and-Action-Plan-Updates-after-the-first-six-months-V1.5-with-summary-of-changes.pdf). It lists eight strategies, which include “Reduce congestion and increase throughput” (Strategy 1), “Maximize the potential of physical and communication infrastructure to serve existing and emerging modes” (Strategy 6), and “Advance decarbonization of the transportation system” (Strategy 8). Strategies like these underline the importance of taking a broad, systematic look at everything that can advance these goals. For example, during the height of the pandemic, there was a dramatic increase in telecommuting, and a concomitant decrease in traffic congestion. And now, even though vaccines have lessened COVID-19 risks, many businesses and workers are continuing to pursue telecommuting. The TransAction plan should embrace the role of communication technology to reduce congestion and decrease greenhouse gas emissions, by, for</p>

Comment Form Question	Comment Form Submission #95
	example, proposing the funding of initiatives to promote universal broadband access that can facilitate telecommuting and keep cars off the road.
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #95
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/13/2022 10:40 PM

Comment Form Question	Comment Form Submission #96
Name	Timothy Dowling
ZIP Code	20191
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Social media
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030 (see https://www.mwcog.org/environment/planning-areas/climate-and-energy/). Likewise, other jurisdictions in NVTa's planning area also have forward-looking plans to lower GHG emissions, including from transportation (e.g., Fairfax County [https://www.fairfaxcounty.gov/environment-energy-coordination/climate-planning-action] and Arlington County [https://www.arlingtonva.us/Government/Programs/Sustainability-and-Environment/Energy/County-Operations]). NVTa should ensure that the projects listed in the TransAction plan are consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.</p> <p>A "business as usual" approach to funding</p>

Comment Form Question	Comment Form Submission #96
	<p>transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of “induced demand,” wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter. The NVTa cites its three core values as safety, equity, and sustainability – and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p> <p>To meet our climate targets, one key strategy is to rapidly transition to electric vehicles (EVs), and a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan’s proposed funding levels are inadequate.</p> <p>Another key strategy to meet our climate targets is to reduce per capita (and total) Vehicle Miles Traveled (VMT). However, the majority of projects (253 of 429) focus on roads, interchanges and intersections, with many</p>

Comment Form Question	Comment Form Submission #96
	<p>projects to widen roads (totaling more than 1,000 miles of wider roads!). As noted, by encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air pollution in general. (It should be noted that transit projects, while fewer in number, constitute the majority of the cost of the plan – \$46 billion of the more than \$75 billion cost of the projects in the draft plan. However, to date, the bulk of the money actually expended on transportation projects has focused on widening roads and otherwise accommodating automobiles.)</p> <p>As noted, many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use (see https://smartgrowthamerica.org/what-are-complete-streets/).</p> <p>A new initiative recently adopted by the NVTa is its “Transportation Technology Strategic Plan” (TTSP; see https://thenovaaauthority.org/wp-content/uploads/2022/01/TTSP-and-Action-Plan-Updates-after-the-first-six-months-V1.5-with-summary-of-changes.pdf). It lists eight strategies, which include “Reduce congestion and increase throughput” (Strategy 1), “Maximize the potential of physical and communication infrastructure to serve existing and emerging modes” (Strategy 6), and “Advance decarbonization of the transportation system” (Strategy 8). Strategies like these underline the importance of taking a broad, systematic look at everything that can advance these goals. For example, during the height of the pandemic, there was a dramatic increase in telecommuting, and a concomitant decrease in traffic congestion.</p>

Comment Form Question	Comment Form Submission #96
	<p>And now, even though vaccines have lessened Covid risks, many businesses and workers are continuing to pursue telecommuting. The TransAction plan should embrace the role of communication technology to reduce congestion and decrease greenhouse gas emissions, by, for example, proposing the funding of initiatives to promote universal broadband access that can facilitate telecommuting and keep cars off the road.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected,</p>	

Comment Form Question	Comment Form Submission #96
<p>automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/14/2022 7:08 AM

Comment Form Question	Comment Form Submission #97
Name	John Gavitt
ZIP Code	22603
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	FACS information
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The focus on this plan and related funding should be on repairing existing infrastructure to address future changes in climate change (flooding, highway damage due to water/freezing, and raising low-water highway areas. In addition, walking/biking areas will be essential to reduce traffic and raise the quality of life and decrease accidents involving pedestrians. Finally, public transportation needs to be expanded wherever possible.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to</p>	Neutral

Comment Form Question	Comment Form Submission #97
changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Accommodate environmental changes due to climate change.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	I agree on all three. In reality, Incentives/Pricing will guide the others in most ways.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	I like this availability via the internet.
10. If you have any other comments, please share your feedback below.	
Date	9/14/2022 7:26 AM

Comment Form Question	Comment Form Submission #98
Name	Kevin O'Brien
ZIP Code	20009
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	<p>I serve as Trails Coalition Coordinator for the Washington Area Bicyclist Association, with a primary focus on Northern Virginia. I work in partnership with many agencies and organizations involved in transportation, and NVTAs Transaction long-range transportation plan is one of the most important guiding resources in that work. It has been front and center over the last several months.</p>
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>A \$76 billion unconstrained plan that doesn't establish priorities is neither realistic nor informative. TransAction ignores the role of land use policies that encourage sprawl, limit housing options near transit, and thereby significantly increase transportation emissions, while also making the region's transportation system less equitable and more congested. An improved approach must address land use. A plan that can't be built - because we can't afford it - isn't really a plan, and can't claim to be a solution to our transportation problems. This \$76 billion wish list ignores our other critical and unmet needs related to transportation. These include building and preserving affordable housing near jobs and transit, upgrading our infrastructure to handle the extreme weather impacts of climate change that are already occurring, and ensuring a rapid and equitable transition to an electrified transportation system. TransAction took three years and \$3.5 million of staff and consultant time. What does this unconstrained project list actually show after all of this effort?</p>
3. NVTAs has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	<p>Strongly Disagree</p>

Comment Form Question	Comment Form Submission #98
<p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Many of TransAction's projects add more and more lanes of traffic, creating ever wider high-speed arterials and collector roads that NoVA residents on foot or bike must try to navigate. Speed kills. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking and biking. While some of these projects make improvements to sidewalks, crosswalks, bike lanes and/or trails, the plan does not address the inherent incompatibility of ever wider roads designed for speed with user safety, especially for pedestrians and cyclists.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the broader and more affordable parts of our region. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>We applaud nearly all the the bike/pedestrian-focused projects. The creation and expansion of the region's low-stress, active transportation network - including trails, shared-used paths, and sidewalks - is most effective way to get residents</p>

Comment Form Question	Comment Form Submission #98
	<p>out of their cars. But bike/ped projects can't happen in a vacuum or as one-offs; they must connect to each other and connect neighborhoods with activity centers. In particular, we would highlight the following projects:</p> <ul style="list-style-type: none"> 72 Arlington Regional Trail Network 90 Alexandria Bike and Pedestrian Trails Construction and Reconstruction 102 Columbia Pike Corridor Urban Bicycle/Pedestrian Network 111 Rosslyn-Ballston Corridor Urban Pedestrian/Bicycle Network 112 Crystal City Corridor Urban Pedestrian/Bicycle Network 356 City of Falls Church Greenway and Parkway Network 372 Sidewalk and Trail Additions to Provide Multimodal Connections to Activity Centers 406 W&OD Regional Trail Capacity and Connectivity Enhancements 412 South County East West Trail 435 Route 1: Alexandria to Woodbridge Multi-Use Trail 436 Army Navy Drive; South Joyce Street to Crystal Drive Bike Connections
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	

Comment Form Question	Comment Form Submission #98
8. Please share any comments you have on the TransAction planning process and/or public participation.	Scrap this \$76 billion wish list that doesn't address the root issues and major threats to Northern Virginia. Draft a new plan that prioritizes projects which are compatible with our region's adopted goals for a livable, sustainable and equitable future based on a network of walkable, bikeable, transit-oriented communities with affordable housing. These need safer well-connected local street grids, and investments in transportation demand management programs, and should learn from NVTAs Pricing and Post-Pandemic scenarios. This alternative approach would support more equitable accessibility, provide real travel options, shorten trips and congestion for all modes of travel, help achieve our climate targets, and would be implementable in many outer suburban communities as well as the middle and inner suburbs.
9. Please let us know how NVTAs could make the review and public participation process easier for you.	The process remains largely opaque, 'inside baseball' endeavor. More and earlier engagement with the public and community stakeholders is paramount, especially in criteria development and project selection. Asking the public early would've unearthed much of what I and others have said in the comments - that this plan doesn't adequately meet the complex challenges of the future or provide meaningful guidance/prioritization.
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTAs projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals. More transit and trails, no more highway expansions.
Date	9/14/2022 1:06 PM

Comment Form Question	Comment Form Submission #99
Name	Debra Gutierrez
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through an email from NVTAs.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The proposed plan to extend Van Buren Road (Project #273/274) will harm the community and the commuters who travel Route 234 and the neighboring roads. It is a huge risk to our safety and will cause truck to bypass RT 95, so that they do not have to stop at the truck weight station. With the new Church opening there is a huge

Comment Form Question	Comment Form Submission #99
	<p>cluster of traffic adding to an intersection with numerous accidents, some deadly</p> <p>Rick Canizales, Director Of Transportation for Prince William County has been insisting it is a done deal and the community has no say in the matter. His instance that he has the authority to go ahead despite it being unnecessary and a hazard to the county and noone is in favor of the project.. It makes you wonder why he feels he is king and disregards the people who pay taxes and his salary. start the project. I feel his motive should be investigated.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The Van Buren Road project does not offer mobility, accessibility or resiliency. It actually does the opposite causing a risk to the county's safety. . Project 273/274</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety Equity or Sustainability are not goals of the proposing the VBR project, it is the opposite. Project 273/274</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 273 & 274 Van Buren Road is a safety risk to the county. it is being force on the county by the Director of Transportation PW County for his own greed.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p>	<p>Project 273/274 will only cause additional congestion and have a negative impact tp NoVA residents.</p>

Comment Form Question	Comment Form Submission #99
<p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/14/2022 3:58 PM

Comment Form Question	Comment Form Submission #100
Name	Debra Gutierrez
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to,</p>	

Comment Form Question	Comment Form Submission #100
and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/14/2022 3:59 PM

Comment Form Question		Comment Form Submission #101	
Name		Robert Jordan	
ZIP Code		221015414	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		email from a friend	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		<p>The plan can have a positive impact on travel in the Northern Virginia region. However, the plan is insufficient in that it seems to focus on only two alternatives: build or no build. It does not establish any sort of prioritization within the build alternative. According to the plan documentation, the number of transit trips will substantially increase by 2045. This is good as is the allocation of funding for transit. However, 39% of the 429 projects include a roadway element but only 22% of projects include a transit element. There needs to be a priority emphasis on transit, including micro-transit, as well as on pedestrian and cycling. Road-widening projects merely lead to INCREASED vehicular traffic -- a result that is contrary to what the program's objectives should be. The plan's 429 projects appear to be wish lists from the constituent jurisdictions. Presumably financing of projects is very constrained. There needs to be further analysis to prioritize the selection of projects that INCLUDES explicit consideration of climate and health benefits as well as access and mobility. The plan should also explicitly build into the analysis the element of induced traffic that results from road-widening projects. Projects should be prioritized by category with bicycle-pedestrian projects ranked first; transit ranked second; ITS third; interchange/intersection forth; and roadway projects last.</p>	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.		Neutral	

Comment Form Question	Comment Form Submission #101
<p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The plan makes some progress to these goals but does not go far enough. Much more can and should be done to connect sidewalks and trails to points retail/employment centers and to transit. A minimum of 5% (preferably 10%) of funding should be allocated to sidewalks, trails, and bike paths or protected bike lanes. Also more resources should be devoted to ITS projects which should incorporate the use of artificial intelligence such as the SURTRAC system developed by Carnegie-Mellon University's Traffic21 Institute. This system "decreases travel times by 25 percent, reduces idling time by 40 percent, and decreases vehicle stops by 30 to 40 percent. The system also helps improve the environment, as it lowers emissions by over 20 percent." It is MUCH LESS EXPENSIVE than road-widening.</p>
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Not enough is being done to promote safety. There is too much emphasis on movement of vehicular traffic with little regard for the safety of pedestrians and bicyclists.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project No. 23 "Outer Potomac River Crossing" should be stricken from the project list. It is antithetical to the goals of this plan. It will greatly contribute to increased traffic on our road as well as suburban sprawl. It also has major negative environmental and climate impacts.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative</p>	<p>Commuters are returning to bus transit and will eventually do so with Metro. Behavior can and should be influenced by incentives/pricing. Buss mass transit should be provided at no charge. Ridership will increase, provided that service is maintained and not cut back. Ideally, congestion pricing should be employed on a broader basis, not just in HOT lanes. CASE is not yet sufficiently developed to be employed safely but it will eventually be widely available. It should be reconsidered during the next revision of the plan in five years.</p>

Comment Form Question	Comment Form Submission #101
impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	More refined analysis is required, not just the build/no-build scenarios. Also, there is no analysis of the positive or negative benefits/costs of the individual projects, especially with respect to GHG and POC emissions. This is a major weakness in the planning process.
8. Please share any comments you have on the TransAction planning process and/or public participation.	I only found out about this opportunity to comment from a friend who is very interested in transportation issues. There has been insufficient outreach to involve the public. In a region with a population of over two million inhabitants, survey that generate a few dozen responses at best. cannot be considered to meet the need for public participation in the planning process.
9. Please let us know how NVTa could make the review and public participation process easier for you.	Send postcards to every household in the area of coverage. Make public service announcements on the local evening news.
10. If you have any other comments, please share your feedback below.	
Date	9/14/2022 4:58 PM

Comment Form Question	Comment Form Submission #102
Name	Bradley Harmon
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Online
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	This plan contains an excellent plan for a region-wide transit network that will make a huge positive impact on Northern Virginia, but much of the good is undercut with highway expansions. Spending *any* amount of money, let alone \$29 billion, on expanding the highways in the region will flood our streets with traffic, reduce mobility and efficiency, destroy our environment, and reduce accessibility.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and	Strongly Disagree

Comment Form Question	Comment Form Submission #102
<p>destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Building new highways isn't going to increase mobility, it's going to incentivize car use, the least space-efficient form of transportation.</p> <p>Building new highways isn't going to increase accessibility, it's going to create gridlock, disincentivize better land use, and ensure that fewer people can access jobs, markets and destinations.</p> <p>And most importantly, building new highways is going to actively hurt resiliency by worsening the climate crisis and putting high-quality, reliable transit further out of reach.</p> <p>The BRT network plan that's included here is fantastic, but every dollar spent on new highways should be re-routed towards BRT, rail, pedestrian, and cycling infrastructure.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>6 billion more miles of car travel doesn't achieve more safety - it's the most dangerous form of transportation we have. 1000 miles of new highway doesn't increase equity, it further entrenches the necessity of car ownership - a huge expense - on residents of the region, which prices out the exact communities we should be trying to help. Most importantly, though, an additional 20-80 million metric tons of greenhouse gasses from car travel absolutely doesn't represent sustainability, but rather the exact opposite.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	

Comment Form Question	Comment Form Submission #102
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	<p>We must shift the scoring for NVTA projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.</p>
Date	9/15/2022 11:32 AM

Comment Form Question	Comment Form Submission #103
Name	Tom VanAntwerp
ZIP Code	22301
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Greater Greater Washington news article
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I really love the BRT proposal. As a long-time NoVa resident who has never owned a car, much of NoVa is effectively off-limits to me—unless I'm willing to pay \$30-\$60 to Uber. The BRT would greatly reduce reliance on pricey ride shares and open up more of the region to me.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal</p>	Agree

Comment Form Question	Comment Form Submission #103
<p>transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The BRT plan definitely increases mobility, accessibility, and resiliency. Though I wish the conditions for accessibility didn't bias driving (a 45 minute commute) over transit (a 60 minute commute). I do not think more roads necessarily equates to more accessibility.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Neutral</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Additional highways (not used for BRT) are not safe (more opportunity for crashes), not equitable (mostly helps more-wealthy car owners), and not sustainable (increases CO2 emissions and increases highway maintenance costs).</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I do not support additional lanes for highways—this is not a realistic way to reduce congestion, as many road-widenings across America have shown that they merely created induced demand.</p> <p>Non-exhaustive list of widening project ID numbers: 1, 2, 3, 14, 26, 28, 29, 48, 51, 52, 54, 57, 60, 68, 76, 79, 95, 98, 99, 130, 144, 145, 146, 149, 153, 154, 155, 158, 159, 163, 166, 168, 169, 170, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 186, 187, 188, 189, 191, 213, 214, 216, 217, 218, 219, 220, 228, 229, 232, 237, 238, 239, 240, 242, 242, 243, 244, 245, 248, 249, 250, 251, 252, 253, 256, 259, 260, 261, 262, 263, 264, 268, 269, 270, 271, 272, 275, 276, 277, 282, 306, 307, 314, 315, 316, 328, 349, 376, 387</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of</p>	<p>I think these are all reasonable scenarios. If anything, the plan could embrace them further. A post-pandemic new normal implies *less* need for driving to work, reducing need for personal car capacity. Congestion pricing is also a very</p>

Comment Form Question	Comment Form Submission #103
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>effective method for reducing heavy traffic, and—combined with better transit—could really shift people away from traffic-creating cars to toward buses and trains.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>The shape of transit should not only be in response to patterns of where people live and work—it can help shape them. How can transit plans be used to encourage equitable and sustainable dense developments at transit hubs?</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>Despite having lived in NoVa for nearly a decade, I had no idea this planning process was happening until just now.</p>
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	<p>Advertise it more.</p>
<p>10. If you have any other comments, please share your feedback below.</p>	<p>So many American cities are rendered soulless and ugly by endless highways and a dearth of transit. I'm grateful for your plans to expand transit, but I hope you won't also encourage the growth of the already-too-numerous highways in the region. Too much of NoVa is inaccessible and dangerous to non-drivers as it is.</p>
<p>Date</p>	<p>9/15/2022 12:42 PM</p>

Comment Form Question	Comment Form Submission #104
<p>Name</p>	<p>J S</p>
<p>ZIP Code</p>	<p>20190</p>
<p>1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?</p>	<p>Greater Greater Washington (gwwash.org)</p>
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>Do NOT water down Bus Rapid Transit (BRT). This really requires dedicated lanes in order to work effectively. Have you accounted for the increase in remote and hybrid work? Ensure that transportation and land use planning decisions go hand in hand. Do NOT extend Metrorail to Prince William County or Leesburg. Better use of resources would be to electrify Virginia Railway Express (VRE) and unify fares with the SmarTrip card. Be aware of the concept of induced demand - more lanes invite MORE traffic, not less</p>

Comment Form Question	Comment Form Submission #104
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	More walkable neighborhoods. Again, make sure land use and transport planning go hand in hand
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	

Comment Form Question	Comment Form Submission #104
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/15/2022 1:07 PM

Comment Form Question	Comment Form Submission #105
Name	Molly Lambert
ZIP Code	22312
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Shared to a Facebook group
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Northern Virginia is in dire need of expanded transit options across the region. As it stands, I personally do not have a viable option that would allow public transit in my current time constraints. Moving forward with wider transit service would connect several communities to jobs and social amenities, as well as reduce carbon emissions. However, moving forward with any highway expansion will only generate extra traffic without reducing congestion, and significantly increase carbon emissions. Virginia's highway system already faces challenges with expansion, including added land consumption, which is unnecessary, given that public transit can become a more viable option for many.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	Agree

Comment Form Question	Comment Form Submission #105
Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Again, expanding highways will only exacerbate current issues. Highways are not resilient, and, as numerous studies have shown, the expansion of highways does not increase mobility.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Expanding transit options can build up lower-income and minority communities by providing needed access to public goods, employment, and amenities. Additionally, the expansion of public transit would reduce cars on the road, reducing carbon emissions without creating more impervious surface. When there are fewer cars on the road, there are also far fewer vehicular injuries and fatalities.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	

Comment Form Question	Comment Form Submission #105
9. Please let us know how NVTA could make the review and public participation process easier for you.	I only knew about this as it was shared to me - multiple modes of communication and marketing (mail, email, social media, even signage for public hearings)
10. If you have any other comments, please share your feedback below.	
Date	9/15/2022 2:47 PM

Comment Form Question	Comment Form Submission #106
Name	David Duffy
ZIP Code	22150
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Supervisor email list
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I am in favor of more transit and alternative modes of transport such as biking and walking. I am opposed to widening or adding more road capacity. The increase in road miles is unsustainable from an economic and environmental standpoint. The commonwealth is already struggling to pay for the maintenance of existing roadways. This does not even get into the human cost of more cars killing more pedestrians. There needs to be a fundamental change in the transportation options in this area. We cannot keep pretending like expensive personal vehicles are not terrible as the default and usually only option given any money. Electric cars are not going to solve traffic and autonomous vehicles are a dangerous and expensive pipe dream that makes for a dystopian future where every pedestrian is to be expected to broadcast their position lest they be mowed down. A switch to mass transit and bike walk with walkable areas and pedestrian first development is needed. The Dutch have figured this out and we should be copying from them and learning from them. They have fewer accidents and deaths and the people are happier.
3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.	Agree

Comment Form Question	Comment Form Submission #106
<p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>There is still too much focus on private vehicles and expanding road access. Roads are expensive and expecting private vehicles as the default or only mode of transport is discriminatory.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>There is too much focus on private vehicles and road expansion. Neither of those is conducive to improving safety, equity or sustainability. Only mass transit, bike, and walking can realistically meet any goals associated with improving these factors. Short of laws limiting the mass of vehicles, the only way to reduce fatalities is to reduce speed and miles driven.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I am in favor of projects 72, 85, 87, 90, 102 128 as improving transit and bike connections.</p> <p>Project 75, an interchange at Van Dorn and Franconia Road. If I understand the usage of interchange, this means something with ramps or flyovers. This is insane. This is a residential area with a school on the southeast corner. I have been trying to get people to reduce the number of traffic lanes and improve bike infrastructure in this area to enable people to get through the area outside of cars in a sane way. There is no way you can build an interchange in this area without being an even bigger impediment to anyone outside of a car. This is exactly the type of car-first thinking that caused this problem intersection in the first place.</p> <p>Project 78 HOT expansion from 495 to MD. This project is similarly insane. I have seen the project materials and gone to the feedback meetings and this is purely MD commuter traffic. The bridge at Van Dorn is tight and does not enable an additional one or two lanes. This project should be scrapped in favor of congestion pricing and some form of transit over the bridge. We should not be paving over more of VA to make it easier</p>

Comment Form Question	Comment Form Submission #106
	<p>for MD commuters, who do not live here or pay taxes in VA. I am in favor of giving transit options, but not one more mile of highway. How many cities have endless lanes of highway and still have traffic? It does not solve the issue and any planner of basic competence should know that by now.</p> <p>Projects 80 and 81. These projects make some sense as it may divert some traffic off of Franconia Road and Frontier as people currently seem to use Franconia and Van Dorn to get to the beltway in the evenings. Franconia and Van Dorn should not be commuter routes to the beltway. However, I would still prefer money be spent on improving transit options first.</p> <p>Project 84 Frontier drive extension: This project is also a boondoggle. The METRO represents a huge investment in transit and should not be surrounded with a parking garage. The proposed plan makes for a moat of cars surrounded by upwards of 30 foot noise walls. This is a place that will be terrible for humans out of cars, which should be the target here. Especially since the pandemic, there is no point in trying to entice people to drive to the metro, they will just drive to work the rest of the way. Parking is subsidized most places or people work from home. This proposed expansion favors cars to metro instead of walkers. Frankly the garages should be dorn down to make room for housing and better connections up Frontier with fewer car lanes. The long term plan of Springfield mall is more housing instead of parking, so a better pedestrian/bike connection between the Metro station and that area would be better for transportation. The only thing that makes sense is a footbridge/bike path from the metro to the TSA headquarters and not adding yet another 4 lane road for minimal car traffic. What was the point of having the TSA near the METRO if you are going to make people walk along a highway? STOP PAVING OVER EVERYTHING FOR CARS. You are taking land from taxpayers and making things worse for the people that live here. Roads are a liability that reduce taxable income for the county and the quality of life of people in the area.</p> <p>Projects 93, 297 and 298-305: I am in favor of rail</p>

Comment Form Question	Comment Form Submission #106
	<p>expansion even as these tracks are right behind my house. I would request consideration of electrification and requiring freight rail moving through the area to use electric power to reduce the air pollution.</p> <p>Project 101: I am in favor of improving METRO service.</p> <p>Projects 107 and 110: I am strongly in favor of expanding transit service in FFX. The current service (I am on 310) is laughably inadequate and an insult to transit users. 30 minute headway is unacceptable for a transit service.</p> <p>Project 229: I am opposed to the continual widening of roads through housing areas. You are going to take land and thereby decrease tax income for the county and the land values. The money and space should be spent on reducing the need for personal cars by improving bike/ped access and transit options.</p> <p>Project 437: While I am in favor of expanding bike options, I am an occasional user of Beulah street on a bike and the current painted bike gutter is unacceptable. It is too close to traffic, too narrow and offers zero protection from cars. In addition it essentially forces cars to close pass a biker with the widths. I actively avoid using this type of "infrastructure" and it is an insult to bike users. It is safer to ride in the actual traffic lane. It is clearly a check box included by planners who have never used a bike lane of this type. You will not get modal shift by treating bikes as a last though consideration. If you wouldn't let your kids use it unsupervised, it is not acceptable. Stop being cheap and give bikes their own lane of sufficient width with physical protection from the ever increasing in mass cars that are going way too fast on these wide stroads. This area (Franconia- Springfield to Alexandria) that I most often commute through via bike and it is currently terrible and it is probably only a matter of time before I am hit or killed.</p> <p>Project 446: I am in favor of this. I have tried to find a way to bike to Huntly meadows and currently it is essentially impossible for a non-insane person.</p> <p>Projects 450, 454, and 457: I am in favor of increased transit, but only to the extent that it</p>

Comment Form Question	Comment Form Submission #106
	<p>does not result in a net increase in paved area. The proposal does not go into detail, but presumably this is likely to be a form of bus rapid transit (BRT) because it is cheap and the republican party hates transit so we can only do cheap ones. BRT is fine if it has dedicated right of way like the Metroway, but it should come at the expense of private vehicle lanes instead of land from homes and such in the area. The only way to improve safety and equity is to reduce the subsidy to private vehicles and improve transit and bike/ped options.</p> <p>General comments. I am generally in favor of transit, bike/ped and metro projects. I am generally opposed to further road expansion. I am in favor of redesign of current roads to improve safety to the standards of Dutch road planning, meaning roundabouts, removal of right on right, removal of slip lanes, elimination of stroads and making them dedicated low speed streets or separated arterial roads with bike/ped treated equally and given appropriate space. No bike gutters next to 50mph traffic. Get experts from the Netherlands to help you because American road planners are terrible at it as reflected by the awful fatality statistics of this Country.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Do not assume automated vehicles are ever going to be successful. It is a fantastically hard problem to solve and most versions I have seen either potentially kill pedestrians or require them to have personal beacons to not be murdered. A reliance on personal vehicles whether gas, electric or autonomous is unsustainable and killing this country.</p> <p>I am strongly in favor of increased tolling and congestion pricing with the proceeds to improve transit.</p> <p>Transit and bike/ped are the cheapest and most effective ways to move people. Act like it and embrace it.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Less focus on personal cars.</p>

Comment Form Question	Comment Form Submission #106
8. Please share any comments you have on the TransAction planning process and/or public participation.	It is extremely difficult to connect with anyone that can actually do anything. I have talked to Fairfax county representatives, I have talked to some VDOT people. They all seem to not really care at all about improving anything. VDOT appears clueless and stuck in the 50's mindset of pave everything, especially if it was poor or black people's houses and screw anyone not in a car going to the suburbs.
9. Please let us know how NVTA could make the review and public participation process easier for you.	Have it more than every 5 years.
10. If you have any other comments, please share your feedback below.	VDOT needs to have a wholesale change in their approach to NOVA. Maybe a few people from Richmond shouldn't be in charge of roads they apparently never visit to see how terrible they are. More attention should be paid to people not in cars. The sidewalks are terrible when present. It is borderline insane for me to try to get around by bike. The land use and zoning in combination with the poor transportation planning is bankrupting the area, contributing to lack of housing, and increases isolation and extremism by preventing people from interacting with others. Somehow each group (zoning, land use, roads) seems to point to the others and nothing ever gets better. Perhaps it is by design to keep things terrible for the poor and those not addicted to cars.
Date	9/15/2022 9:55 PM

Comment Form Question	Comment Form Submission #107
Name	Donna Stauffer
ZIP Code	22308
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through the Faith Alliance for Climate Solutions.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The report is an excellent product -- reflecting good data, analysis, citizen input and project identification.
3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.	Agree

Comment Form Question	Comment Form Submission #107
<p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Plan is well balanced, but may still give too much emphasis to new road miles and not enough attention to accessibility for low income residents.</p>
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Neutral</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The plan does not provide many details about how the projects will improve safety or sustainability. While equity is addressed, projects still seem to benefit car owners more than those who cannot afford cars and do not live close to public transit.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Impact on the environment (especially conservation of green spaces/parks, etc.) of expansion of roads, intersections and trails (increase of "hard" infrastructure). Bike paths</p>

Comment Form Question	Comment Form Submission #107
	should not be built in sensitive wetlands along streams or through current park land. What impact on air pollution and in which communities by expanding road lanes by 1000+ miles?
8. Please share any comments you have on the TransAction planning process and/or public participation.	Appreciate the effort made to secure public input.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	Northern Virginia clearly faces many serious transportation challenges, and the traffic has continued to get worse. It is striking how poor the roads are in NOVA compared with the rest of the state, which indicates to me that the State's transportation budget is not equitably allocating funds based on population density and contributions of tax revenues. Given the imperative of reducing greenhouse gas emissions and other pollutants to reverse the most devastating impacts of climate change -- which if not addressed will cost the state billions of dollars in future to adapt and rebuild infrastructure (roads, ports, rail, etc.) -- any transportation plan should prioritize investments that minimize the use of fossil fuels. Please plan for a more "green" infrastructure that prioritizes mass transit, use of electricity (electric vehicles and charging stations), bike trails, and repair of existing roads -- not more or wider roads. Increase the gas tax to remove incentives for gas-guzzling vehicles.
Date	9/15/2022 10:44 PM

Comment Form Question	Comment Form Submission #108
Name	Andrew Fan
ZIP Code	11104
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Greater Greater Washington
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	While living in Baltimore several years ago, I was considering job opportunities after university in the DC area, but was disappointed to find that many opportunities were far from both Metro and other frequent and reliable public transit. Aside from Tysons, it was difficult to justify applying to companies that were located so far out of the way as I did not wish to drive to and

Comment Form Question	Comment Form Submission #108
	<p>from work.</p> <p>The NVTa plan provides a wide array of transit options that would have made it possible for me to take some of those job opportunities when I was still in the region, and those same options, if built, will make the same possible for hundreds of thousands of other people across Northern Virginia and the general DC area. In order to support car-lite and car-free lifestyles and allow for more compact and vibrant places and destinations throughout the region, investment in high quality transit is a must and although it may result in some inconvenience for existing drivers, the benefit for future residents of Northern Virginia and the improvements to job access and quality of life are undeniable.</p> <p>I highly encourage the NVTa to work with Local, State, and Federal agencies to ensure that the transit components of this plan can be carried out in a high quality manner, without the quality-cutting measures typically seen across the country.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Agree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Agree</p>

Comment Form Question	Comment Form Submission #108
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>#32 - Due to the Route 28 corridor being either limited access or local street without much in between, connecting bus services to whatever transit is built will be critical to ensure that people can access it. An open bus rapid transit system with multiple services joining the corridor to use shared infrastructure would likely be a preferable option here as there would be no need for transfers at locations uncomfortable for pedestrians due to pollution and noise (e.g. areas on or next to a freeway).</p> <p>#33 - As the frequency of the Orange Line is not generally high at Vienna, extending Metrorail directly would have higher ridership than forcing a linear transfer at Vienna. That being said, such an extension would also be very expensive and using the highway for the right of way would mean that very few potential riders could reach the station by walking or biking. Using an alternative corridor than I-66, and connecting to East Falls Church where service is more frequent may be preferable, albeit much longer of a route. Light Rail would be the wrong choice for this corridor.</p> <p>#34 - A cross platform transfer at Rosslyn should be considered for this crucially important project. Though it would be highly complex to design and built, a simple 10-15 second walk across the platform to switch trains is much faster than needing to take a multi-minute trip to a different platform, and will ensure that the option remains time and effort-competitive by preserving the current ease of transferring.</p> <p>#38 - Improved VRE service would likely be much more cost-effective than a Metrorail extension given that VRE already runs close to the area.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of</p>	<p>As the new normal is likely to continue, it is best to focus not on removing commuters from their vehicles but instead to ensure that new housing and developments are well-served by transit. This will ensure that fewer vehicles are added to</p>

Comment Form Question	Comment Form Submission #108
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>existing roads. In addition, serving existing communities with better transit at all times of the week will incentivize transit use.</p> <p>Technology: Although autonomous vehicles may improve the safety and reliability of our roads, a single human driver will reduce the efficiency of the autonomous vehicles. The technology is also still immature. It will likely be more than 20-30 years before autonomous vehicles become the option of choice, and even then, they take up the same amount of space as other vehicles. Bus Rapid Transit however can be automated fairly simply compared to general cars, as it typically runs along a fixed guideway without much diversion. This can allow for more efficient and frequent operations that aren't as dependent on driver availability</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	I currently do not live in the Baltimore-DC region, but as Potomac Yards opens up, I may see a return. Should I move to Northern Virginia in the future, having a reliable public transit network will be key to ensuring that I, among others, can live a more sustainable, less car-dependent lifestyle.
Date	9/15/2022 11:49 PM

Comment Form Question	Comment Form Submission #109
Name	John Misleh
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Falls Church City Communications
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	

Comment Form Question	Comment Form Submission #109
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Agree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>327 - City of Falls Church Safe Routes to School - Implement infrastructure to support a Safe Routes to School program in the City of Falls Church, to reduce congestion caused by driving children to and from school. Manage travel demand during peak travel times. Implement new or improved bicycle and pedestrian facilities within 1 mile of school campus. Includes also crossing of major thoroughfares.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative</p>	

Comment Form Question	Comment Form Submission #109
impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 8:10 AM

Comment Form Question	Comment Form Submission #110
Name	tina earman
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Local officials and newspaper
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I live in Falls Church City and we are trying to make our City more accessible, more walkable and help residents connect to other transportation systems. Maybe if we do this congestion could be relieved and more folks would consider alternatives to cars for getting around. I support all the draft proposals outlined by the City
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Agree

Comment Form Question	Comment Form Submission #110
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	I resent paying tolls on local roads. I already paid for the roads once and now I have to pay again to use them. I am afraid it makes people use the local surface roads to avoid tolls and that actually adds to congestion and creates the opposite results.
Date	9/16/2022 8:38 AM

Comment Form Question		Comment Form Submission #111	
Name		Kristine Ward	
ZIP Code		22046	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		FCC news	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		As a resident of the City of Falls Church, I would like to voice my support for this NVTATransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility.	
3. NVTATransAction has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Agree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.			
4. NVTATransAction has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Agree	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.			
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.			
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.			

Comment Form Question	Comment Form Submission #111
<p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 8:58 AM

Comment Form Question	Comment Form Submission #112
Name	Debora Schantz-Hiscott
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I serve on FC City Council and am familiar with it through my work.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	As a resident of the City of Falls Church, I would like to voice my support for this NVTa TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to,</p>	Strongly Agree

Comment Form Question	Comment Form Submission #112
and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 8:59 AM

Comment Form Question		Comment Form Submission #113	
Name		Sara Chirico	
ZIP Code		220463348	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		From our city council members.	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		<p>"As a resident of the City of Falls Church, I would like to voice my support for this NVTa TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility."</p>	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>		Strongly Agree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		Making our community more walkable, bikeable and transit friendly improves all of our lives, as well as our environment. As a frequent walker I particular look forward to safer intersections & connectivity of safe trails.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Strongly Agree	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.			
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.		<p>I'm particularly enthusiastic about:</p> <p>Project 57 for Multidodal Improvements to make walking & biking safer;</p> <p>Project 302 for improved transit access</p> <p>Project 323 for an upgraded Greenway & Parkway Network</p>	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia			

Comment Form Question	Comment Form Submission #113
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 9:09 AM

Comment Form Question	Comment Form Submission #114
Name	Regan Davis
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through City of Falls Church Council Member Letty Hardi
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	As a resident of the City of Falls Church, I would like to voice my support for this NVTa TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and</p>	Strongly Agree

Comment Form Question	Comment Form Submission #114
<p>destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	

Comment Form Question	Comment Form Submission #114
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 9:32 AM

Comment Form Question	Comment Form Submission #115
Name	Paul Landers
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	As a civil engineer I heard about this through my industry.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The current bus system appears to work fine. Buses are never full and there are not long lines of people waiting for the buses. Expanding the busing system seems to be a waste of money and will cause undue strain on the roadway system especially through the City of Falls Church.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	See comment to question 2 above.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Of the three values above, safety is really the most important. It doesn't seem there are significant safety issues with the current system. Equity and sustainability may make the designers and planners feel better about themselves, but operational effectiveness is the only thing that should matter. Design for demand and not for some feel good goals.

Comment Form Question	Comment Form Submission #115
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>357 - This is unnecessary as Park Avenue is already a bike friendly road and can bypass Route 7 through the City of Falls Church. Certainly a waste of \$11M.</p> <p>134 - I believe this is already completed. The new layout on the W&OD trail was poorly designed and implemented. Another waste of money. Any additional trail is unnecessary.</p> <p>289 - This seems like a worthy project.</p> <p>406 - Same comments as for 134.</p> <p>356 - I hope the cost estimate of \$21M for this work is a typo. A goal of reducing auto independence is not achievable. People like their cars.</p> <p>18 - If the modelling shows that this ring road will fix the slow crawl through 7 corners, then this seems like a valuable project.</p> <p>3 - It seems that the big issue here is flow through the 7 corners intersection and the traffic light timing. If modelling shows this widening is needed in conjunction with the ring road project, then it seems worthwhile.</p> <p>31 - I hate this idea and at \$312M, it is a crazy waste of money. We have heard that there are planned dedicated bus lanes. These are a disaster in DC and shouldn't be used anywhere. Also see my comments to questions 2, 3, and 4 above.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The technology assumptions are very far in the future and shouldn't be relied upon in current planning. You should be embarrassed to have included the incentive/pricing scenario. Leave people alone and let them make their own decisions. Coercing people's behavior through penalties should be illegal. The reality is that the future is going to be somewhat closer to pre-pandemic with lighter traffic on Mondays and Fridays when people work from home.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	

Comment Form Question	Comment Form Submission #115
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 9:34 AM

Comment Form Question	Comment Form Submission #116
Name	Monica Freas
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Neighbors
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	As a resident of the City of Falls Church, I would like to voice my strong support for this NVTa TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility are very important to my family and The City.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree

Comment Form Question	Comment Form Submission #116
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 9:56 AM

Comment Form Question	Comment Form Submission #117
Name	Mosi London
ZIP Code	22306
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Coalition for Smarter Growth
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The main comment I have regarding the Transaction Plan Document and NVTa 2045 is that it continues to promote an auto-centric transportation network. More investment needs to be made into active transportation, walking,

Comment Form Question	Comment Form Submission #117
	biking and other non-motorized transportation as well as investment into public transportation. The current NoVa transportation plan would mean more sprawl, more cars, more traffic, and more harm to the climate.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	While the plans for the goals of mobility and accessibility in the near term, it fails to address the goals of resiliency and the expected impacts climate change will have on the region.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	N.A.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	N.A.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel</p>	Technology access needs to be equitable to ensure that all users will benefit from the adoption of connected, automated, shared and electric (CASE) vehicles. The scenarios posed are reasonable but need to take into account the more serve impacts of climate change.

Comment Form Question	Comment Form Submission #117
behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	N.A.
8. Please share any comments you have on the TransAction planning process and/or public participation.	N.A.
9. Please let us know how NVTa could make the review and public participation process easier for you.	N.A.
10. If you have any other comments, please share your feedback below.	I acknowledge and commend the efforts that NVTa has made as part of Transaction planning and support their continued activities to involve and engage the public.
Date	9/16/2022 10:01 AM

Comment Form Question	Comment Form Submission #118
Name	Jim Webster
ZIP Code	22202
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From the Coalition for Smarter Growth.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Please reject the current transaction plan document which prioritizes additional highway construction. Building more highways means more cars, more housing sprawl and more pollution. Instead, plan for more public transportation.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree

Comment Form Question	Comment Form Submission #118
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:01 AM

Comment Form Question	Comment Form Submission #119
Name	Ting Waymouth
ZIP Code	22152

Comment Form Question	Comment Form Submission #119
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through the Coalition for Smarter Growth (CSG).
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I am a resident of West Springfield, Virginia, and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change. We should be working towards resilience and emissions-curbing solutions, not business-as-usual and increased driving. From what I have read, the list of projects in 2045 far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	<p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p> <p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.</p>
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree

Comment Form Question	Comment Form Submission #119
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Again, this plan encourages more and more sprawl, and more and more dependence on cars. Deadly car accidents are on the rise, so clearly more cars is not the answer for increased safety (nor is it helping our air quality or carbon emissions). What we need are safe bike lanes, pedestrian-friendly streets, and increased public transportation networks in the area.</p> <p>More attention to public transit and other modes of transportation will both help to lower our region's emissions and make for a more just and equitable transportation system. However, NVTa's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets. This is disastrous for the climate, and climate action CANNOT wait.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>I do think we'll be seeing more EV adoption, but we need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. Electric vehicles are tremendously heavy due to their batteries, so accidents can actually become more deadly as a result. They are not a magic bullet solution.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>More adequate public transportation in the area, please!</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #119
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	<p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development.</p> <p>Thank you for your consideration and your attention to this urgent matter.</p>
Date	9/16/2022 10:03 AM

Comment Form Question	Comment Form Submission #120
Name	Will Hubsch
ZIP Code	22202
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Social media
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Please make any additional bus route plans you have include designated bus lanes! It's the cheapest way to move many people quickly. We do not need more cars on our roads. Speed and availability of public transit matters far more than pricing, as is painfully obvious with WMATA.
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Widening roads only makes traffic worse. Increased access to public transit will make mobility and accessibility more attainable!
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral

Comment Form Question	Comment Form Submission #120
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Accommodating more cars is not equitable or sustainable. We need to rethink our transportation systems and NoVa can be a leader on this!
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVRTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:06 AM

Comment Form Question	Comment Form Submission #121
Name	Jennifer Brown
ZIP Code	22151
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From an email notice.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	The plan has too much of a focus on expanding roadways. The primary focus should be on projects that reduce the number of single occupant automobile trips and encouraging

Comment Form Question	Comment Form Submission #121
<p>2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>alternative methods of mobility. Traveling by non-auto methods has to be more attractive to encourage folks to use alternative transportation methods. The plan should place most of the money in expanding mass transit and building out a safe and fully protected regional bike/pedestrian network.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and</p>	

Comment Form Question	Comment Form Submission #121
programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:06 AM

Comment Form Question	Comment Form Submission #122
Name	Julie Bolthouse
ZIP Code	20175
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	News articles.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of Loudoun County and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, encourages sprawl, and is counter to our regions climate goals.</p> <p>We need electric vehicles but we also need to reduce the amount we drive, so that we can lower greenhouse gas emissions.</p> <p>Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit. Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.</p> <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable,</p>

Comment Form Question	Comment Form Submission #122
	bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	NVTa's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets. This does not meet resiliency goals. It also does not increase accessibility for those in the core of our region who need enhanced accessibility the most.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	NVTa's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets. This is not sustainable. More highways on the outskirts of our regions does not enhance equity or safety.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected,</p>	These scenarios are good the proposals in the plan do not seem to actually match up those possible scenarios. They appear to be very much business as usual.

Comment Form Question	Comment Form Submission #122
<p>automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	A sustainable transportation plan.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	By listening to what residents are saying and incorporating it into the plan.
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:08 AM

Comment Form Question	Comment Form Submission #123
Name	Joan Kasproicz
ZIP Code	20191
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I read about the proposed plan in the news.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>As a resident of Northern Virginia, I do NOT want you to support or pass the Transaction 2045 plan . For years I have seen more and more roads built in Northern Virginia as a " solution" to the increasing traffic volume. And for years I have noticed that soon after a road is widened or new roads are built to handle this increasing traffic, those new roads which were supposed to be the "solution" are increasingly becoming congested! It's time that we realize that we can not keep doing the same thing (building more roads) and expect different results!!</p> <p>Building more roads that reach further out only encourages more traffic as people move further out into the rural areas and have a longer commute.</p> <p>We need to stop doing the same thing that has always been done. We need to building less roads and put the dollars into more bus rapid transport, build higher density affordable housing near transit areas, make our urban area more</p>

Comment Form Question	Comment Form Submission #123
	walker friendly, make public transportation more attractive overall.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	I think that TransAction needs to be reworked with more emphasis put on walkable, public transit oriented solutions in the many areas where people already exist - our "urban" areas.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	The plan as it now exists does not address sustainability or safety.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #123
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:30 AM

Comment Form Question	Comment Form Submission #124
Name	Kim Hudak
ZIP Code	20143
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through an email
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of the Gainesville District and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p> <p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.</p> <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable,</p>

Comment Form Question	Comment Form Submission #124
	<p>equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development.</p> <p>We are really tired of the constant catching up construction. The more houses built are adding to the LA effect in the DMV with bumper to bumper traffic. Do you live here? Are you a concrete lover? We bought in a rural area for many reasons. Others decisions that take it away and add cars are not what we need.</p> <p>Please add me to the reject this plan you have to increase more roads.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of</p>	

Comment Form Question	Comment Form Submission #124
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:42 AM

Comment Form Question	Comment Form Submission #125
Name	Courtney Newbold
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Internet
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	As a resident of the City of Falls Church, I want to express support for this NVTa TransAction vision, and for city projects in the draft project list. We need these investments in pedestrian, bicycle, transit projects to help relieve congestion and increase connectivity/accessibility.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to</p>	Agree

Comment Form Question	Comment Form Submission #125
changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 11:52 AM

Comment Form Question	Comment Form Submission #126
Name	Susan Lorenzo
ZIP Code	20165
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	County news
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>I am a resident of Sterling and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVRTA's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVRTA itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p>
<p>3. NVRTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p>	Disagree

Comment Form Question	Comment Form Submission #126
Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with

Comment Form Question	Comment Form Submission #126
	affordable housing and stopping new sprawling auto-dependent development.
Date	9/16/2022 11:56 AM

Comment Form Question	Comment Form Submission #127
Name	Justin Stone
ZIP Code	22207
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Advocacy groups
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of Arlington and have lived in the DC metro area in a number of locations most of my life including MD, DC and VA. I ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs plans that aggressively stave off climate change and provide targeted travel plans that expand access to job centers and shopping and services, but don't encourage longer commutes and more through traffic.</p> <p>The list of projects is incredibly expensive and doesn't account for road maintenance, it fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we drive. Any plan must prioritize maximum incentives for driving less and disincentives for driving more.</p> <p>NVTA's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically induce demand. To escape congestion we should help people take shorter driving trips, bike, walk, and use public transit, by living closer to jobs, services and transit.</p> <p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.</p>

Comment Form Question	Comment Form Submission #127
	I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	Where there are new biking and walking infrastructure improvements inside the beltway, these principals need to be applied in exurban areas and well. Public transit should be expanded and improved to connect more areas of the region not just hub and spoke to DC.
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	Too many new highways and regional roads. Too little emphasis on densifying existing close in neighborhoods in the region.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles</p>	

Comment Form Question	Comment Form Submission #127
<p>becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 12:05 PM

Comment Form Question	Comment Form Submission #128
Name	Ben Samuels
ZIP Code	20120
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I saw an article discussing the action plan on the site Greater Greater Washington [ggwash.org].
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I'm glad the plan document adopts such a broad view of the region's travel conditions & improvements, considering various different means of travel and potential factors that may impact the future effectiveness of projects adopted today. I think the Plan Document provides a good introduction to the TransAction plan, providing enough context and detail to understand what's happening with the plan without getting too bogged down in the finer details that may be of less relevance to the general public.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p>	Agree

Comment Form Question	Comment Form Submission #128
<p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>While the plan provides ample detail on how it will improve Mobility and Accessibility in the region, I felt it was a bit sparse on how the projects will improve Resiliency in the region.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I have concerns about the many Roadway projects dedicated to widening existing roads (including, but not limited to, Project IDs 1, 2, 3, 14, 20, 26...). While I recognize the need to reduce congestion on the region's roadways, I do not believe that goal is best achieved by simply adding more road, especially when that newly-added roadway takes the form of additional lanes in *existing* corridors. In fact, many studies have shown that adding additional lanes actually leads to *increased* traffic, as more lanes will simply incentivize more people to drive personal vehicles.</p> <p>I very much hope that NVTa will focus on projects that will improve and encourage transit and non-motorized transportation options, rather than the continued use of personal/ low-occupancy vehicles.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and</p>	

Comment Form Question	Comment Form Submission #128
programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	As mentioned in my comments for Question 3, I would be interested in seeing more discussion of how the projects contained in the plan address Resiliency in regional transportation.
8. Please share any comments you have on the TransAction planning process and/or public participation.	I feel like I didn't hear about the TransAction plan or its process until fairly close to the deadline for public comment, which may simply be a result of media habits (e.g. I didn't happen to be looking anywhere the plan would be discussed until that later point in the process), but it may also be indicative of an opportunity for greater public outreach by NVTA.
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 12:15 PM

Comment Form Question	Comment Form Submission #129
Name	David Wagoner
ZIP Code	22003
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Twitter
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>You talk a big game about multimodality, equity, and safety, but a scroll through your list makes it clear that the vast majority of the projects are widenings, interchanges, and other very expensive projects meant to maintain or increase the amount of single occupant driving in the region. Please stop. Widening roads for drivers does not help congestion in the long term, it makes it worse. The only way to fix congestion is to get people out of their cars.</p> <p>The plan has 1,050 new lane miles proposed of roadway for drivers, yet only 370 miles of prioritized transit right of way. This should be reversed, or better yet, remove all roadway lane mile additions for drivers.</p> <p>This is the time to make a hard pivot away from</p>

Comment Form Question	Comment Form Submission #129
	<p>massive projects meant to keep people driving, and towards mass transit. This is not the time to continue widening roads, which are already to wide. We should be taking lanes away from drivers, not adding them.</p> <p>There should not be one more widening done of any road in this entire geographic region. NVTa and VDOT have both together helped to create a world where people are afraid to walk and bike and are forced to own a car. They don't want to take the bus because it's slow, never shows up, and is designed for poor people.</p> <p>Ugh.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The plan contains far too many widenings and "improved interchanges" which facilitate more driving. By definition, this does not achieve the goals of mobility, accessibility, and resiliency.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>I don't believe you need to "keep congestion reduction top of mind" as your document states. If your core values are safety, equity and sustainability, then concentrate on those values and congestion reduction will follow. Forcing everyone to drive a car will ALWAYS result in congestion, danger, inequity, and pollution.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project</p>	<p>Any project that has the word "widening", "interchange improvement", or "parking" should</p>

Comment Form Question	Comment Form Submission #129
ID number from the project list with your comments.	<p>be removed. Dear god, when will we stop building so much asphalt for cars in this region.</p> <p>Why are there not more projects in Mason District of Fairfax County? Please don't widen Route 236.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Because TransAction's project list contains the word "widening" one hundred and ten times, it's clear that the future of Northern Virginia will unfold with more traffic, more crashes, more air pollution (electric vehicles emit tire and brake dust), and mobility and financial challenges for people who are forced to own automobiles. The adoption of connected, automated electric vehicles is a pipe dream.</p> <p>The future of the county will be electric bicycles, buses, and land use changes that mean driving everywhere is a thing of the past.</p> <p>I think incentives and pricing are promising as a way to get people out of their cars, but if we keep building massive road capacity as we probably will, that will offset any moves towards less driving.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Transportation change in this region is impossible without land use changes such as more liberal zoning laws to allow denser housing that is not car-dependent and the ending of parking minimums. This should be emphasized so that cross-area cooperation can be achieved with the involved counties.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 12:36 PM

Comment Form Question	Comment Form Submission #130
Name	Andrew Olesen
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Local advocates

Comment Form Question	Comment Form Submission #130
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTA's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTA itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The plan biases too much towards re-entrenching ourselves in a car-centric mode for all three goals. If we keep building roads and highways, our homes, jobs, and shops will be on road and highways. If we invest in walk, bike, and transit</p>

Comment Form Question	Comment Form Submission #130
	infrastructure, that is where our development will occur. Stop encouraging the sprawl. Stop making a car a necessity for people to work in the region. Stop being complicit in the climate crisis!
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	See above. More cars is not safe. More cars is not equitable. More cars is not sustainable. Our budget should reflect our priorities. We should be focusing on safety and multi-modal transportation, not adding more capacity for cars.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following:</p> <ul style="list-style-type: none"> 57: Falls Church Multimodal 105: East Falls Church Bikeshare 116: Falls Church Enhanced Bus Service 301: Transit Boulevard on Sycamore St 302: Falls Church Metro Station Access 303: Falls Church Regional Bicycle Connections 323: CoFC Greenway and Parkway Network 324: Bicycle Facility Route 7 326: Fall Church Park Once and Walk 327: Falls Church Safe Routes to School 328: Falls Church TDM <p>Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-</p>

Comment Form Question	Comment Form Submission #130
	<p>modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include:</p> <ul style="list-style-type: none"> 18 Seven Corners Ring Road Improvements 21 Bike Lanes on Route 7: Alexandria to Seven Corners 31 Route 7 Transit: Tysons to Mark Center 62 East Falls Church Metrorail Station Second Entrance 67 Route 29 Trail 70 East Falls Church Metrorail Station Multimodal Improvements 71 Route 29 Bus Improvements 114 Metrorail Pocket Track Improvements 118 East Falls Church Bikeshare Connections 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	<p>I am a proponent of Incentives/Pricing. I also believe the "New Normal" is our world and "Technology" is coming within the decade.</p>

Comment Form Question	Comment Form Submission #130
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Courage to make the world and the region a better place for our grandchildren.
8. Please share any comments you have on the TransAction planning process and/or public participation.	Start with a bold plan that lives up to your goals. Then let people howl about the lack of highways. Don't offer us congestion and pollution to start.
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 1:49 PM

Comment Form Question	Comment Form Submission #131
Name	Michael Carter
ZIP Code	22003
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	email NVTA's TransAction update
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Every serious plan today must be sustainable!!! CSG and national studies have repeatedly shown that building more roads won't dig us out of traffic congestion. Instead, we need to create more walkable, bikeable, transit-oriented communities, so we can drive less, and reduce our outward sprawl (i.e., stop paving over farms and forests). We need more housing that's affordable in locations close to jobs and transit in the middle and inner suburbs. Minimize driving. Don't make it easy for people to drive longer and longer distances. Think "green."</p> <p>Go back to the drawing board. This isn't the 1950's. It is 2022 and now we need a transportation plan that supports a sustainable vision for future growth. That's why I oppose the NVTA's proposed plan and urge a better, smarter approach. Be sustainable and follow a progressive path forward to be part of the solution rather than continuing to be the problem. If you don't get it, just get out of the way.</p>
3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.	Strongly Disagree

Comment Form Question	Comment Form Submission #131
<p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>It is 2022 and not 1950. If it is not sustainable, don't do it.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	

Comment Form Question	Comment Form Submission #131
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 3:06 PM

Comment Form Question	Comment Form Submission #132
Name	Natalie Cain
ZIP Code	22153
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through the Faith Alliance for Climate Solutions
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of "induced demand," wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	I understand why people might think that mobility and accessibility might be improved, but as stated in my previous comments, more road = more traffic. And in terms of keeping the system resilient, I'm far more interested in how we can keep our roads resilient as the climate crisis worsens. More asphalt isn't going to do the job.

Comment Form Question	Comment Form Submission #132
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The NVTA cites its three core values as safety, equity, and sustainability – and one of its stated goals is to reduce air pollution; however, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. A key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>To meet our climate targets, one key strategy is to rapidly transition to electric vehicles (EVs), and a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan's proposed funding levels are inadequate.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>The climate crisis is worsening, and increased pollution will fuel it faster. As the frequency and intensity of storms increases, we don't need bigger roads...we need better ones.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTA could make the review and public participation process easier for you.</p>	

Comment Form Question	Comment Form Submission #132
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 9:13 PM

Comment Form Question	Comment Form Submission #133
Name	Kevin OHalloran
ZIP Code	22209
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	GGWashington
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The transit corridor and walking and biking improvements are great but the massive highway expansion plans are an equally massive mistake. This plan with increase emissions and continue to failed experiment of car dependent sprawl.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Active transportation needs to be the primary focus to achieve these goals not wider roads
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	This plan in aggregate achieves the opposite of these goals.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia	How about better land-use? It is interesting to me that with transportation being so deeply tied to land-use more mixed-use higher density land

Comment Form Question	Comment Form Submission #133
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>use scenarios were not even considered. All other scenarios are flawed without this.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/16/2022 10:21 PM

Comment Form Question	Comment Form Submission #134
Name	Allen Irwin
ZIP Code	22314
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	By following local development plans.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of Alexandria and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTa's analyses show that TranAction – if it could be built – would actually</p>

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	<p>increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p> <p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.</p> <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	

Comment Form Question	Comment Form Submission #134
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 12:46 AM

Comment Form Question	Comment Form Submission #135
Name	Jennifer Whitlock
ZIP Code	22305
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Via email
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.

Comment Form Question	Comment Form Submission #135
	Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.
<p>3. NVRTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVRTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #135
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 8:42 AM

Comment Form Question	Comment Form Submission #136
Name	Andrea McGimsey
ZIP Code	20147
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Coalition for Smarter Growth
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>We are facing a climate crisis that threatens each and every one of us. We have to move away from a transportation system that first and foremost prioritizes travel by single occupancy vehicle. Even if we can electrify all our vehicles, the pollution from building and operating all that infrastructure (cars, batteries, highways, repaving, etc.) is and will harm our environment and our bodies. Just one example: microplastics shed from tires are a huge problem that is harming our health and wildlife: https://www.opb.org/article/2022/03/09/oregon-state-university-scientists-find-tiny-tire-particles-can-harm-aquatic-life/</p> <p>We MUST begin to prioritize people moving by transit, bicycle, and on foot. And that priority MUST be reflected in our funding choices. Buses need to run 24 HOURS PER DAY, not just at commuting hours. People MUST be able to get to transit stops safely, which means safe, well-maintained sidewalks, road crossings, lighting, etc. We MUST make our roads work for these other modes of travel and STOP designing, funding, and building them for getting cars around as quickly as possible.</p>

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	<p>This is a paradigm shift that YOU must lead. Local elected leaders know your localities, and you MUST be the thought and action leaders on this reprioritization.</p> <p>And, of course, you MUST stop approving sprawl development in places like Prince William County's Rural Crescent and Loudoun's Rural and Transition Areas. And you MUST talk to the leaders in Prince William County who are actively planning to redo their comp plan and zoning ordinance to build houses far from jobs. I really can't believe I am having to say this in 2022, when we know so much better about the harms of sprawl on equity, public health, and the climate. Affordable housing MUST HAVE safe access to modes of transportation that are not single occupancy vehicles. Low income families can't afford multiple cars -- it's expensive!</p> <p>If you actually care about equity and the future of our children and solving the climate crisis, you will prioritize people getting around without cars -- and this must be TOP PRIORITY in every single decision you make.</p> <p>If I were you, I'd completely redo your TransAction plan, as it is a failure on these must-do priorities.</p> <p>This means: NO OUTER BELTWAY NO GIANT ROAD PROJECTS, ESPECIALLY IN EXURBAN AND RURAL JURISDICTIONS YES TO COMPLETE STREETS: https://smartgrowthamerica.org/what-are-complete-streets/</p> <p>The region must clearly tell the leaders of Prince William County that the rest of us will NOT pay for new road infrastructure for their seriously misguided plans to sprawl even farther into the countryside, land which is now zoned rural. JUST SAY NO. They really need to hear this.</p> <p>I do not want another dime of my tax dollars going for sprawl road projects in this time of</p>

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	<p>climate crisis; the people who move out to a house on a dirt road or a paved, two lane country road are accountable for their own decisions to buy a house out there. They can deal with the consequences of their own decisions. And the leaders of the outer jurisdictions should downzone those areas if they think it is too dangerous without the sprawl roads. It's pretty simple logic. JUST SAY NO to sprawl new road and widening projects.</p> <p>You have begun to make the shift towards bike, ped, and transit, but there is still far too many road projects in this list of projects. And given our region's history, my guess is those road projects will continue to receive most of the money. This needs to stop. We need to shift to low carbon modes of transportation as soon as possible.</p> <p>Andrea McGimsey</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>You're making progress, but there are way too many road projects. And if you continue to continue to include a Potomac crossing for cars, aka an outer beltway, you receive an F in my book.</p> <p>You need to start saying no to the outer jurisdictions and their sprawl projects and all the induced traffic. Just say no. Our region must become a true national leader on mobility, accessibility and resiliency, not just give it lip service.</p>

Comment Form Question	Comment Form Submission #136
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Just look at the proposed numbers for the widening of roads and a new crossing over the Potomac. These are incompatible goals with your story of prioritizing safety, equity and sustainability. The wide roads of Northern Virginia encourage drivers to go way too fast, and they are death traps for people who are trying to travel by other modes. You must do better.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>23 Say no to a new Potomac River crossing for cars.</p> <p>Pay for transit, bike, and pedestrian access and safety projects first. And add more of these projects. I doubt there will be any money left over for road widening and sprawl roads like an outer beltway.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTA could make the review and public participation process easier for you.</p>	

Comment Form Question	Comment Form Submission #136
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 8:59 AM

Comment Form Question	Comment Form Submission #137
Name	Douglas Stewart
ZIP Code	22030
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	NVTA meeting materials
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>A \$76 billion unconstrained plan that doesn't establish priorities is neither realistic nor informative. NVTA has simply collected every project wish of every member jurisdiction and agency, and added dozens of new projects on top of these. We cannot afford to build all of these projects, nor should we. NVTA's own analysis demonstrates that if we did, residents would be stuck driving even more miles on average (TransAction Summary Report, p. 16). TransAction fails to take into account induced demand (e.g. the amount of new trips and traffic that will be generated by expanding capacity).</p> <p>TransAction ignores the role of land use policies that encourage sprawl, limit housing options near transit, and thereby significantly increase transportation emissions, while also making the region's transportation system less equitable and more congested. An improved approach must address land use.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree

Comment Form Question	Comment Form Submission #137
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Regarding mobility: The methodology does not incorporate induced demand or land use impacts of the modeled projects.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	<p>The plan claims it improves safety but the draft plan provides no data. Many of TransAction's projects add more and more lanes of traffic, creating ever wider high-speed arterials and collector roads that NoVA residents on foot or bike must try to navigate. Speed kills. While some of these projects make improvements to sidewalks, crosswalks, bike lanes and/or trails, the plan does not address the inherent incompatibility of ever wider roads designed for speed with user safety, especially for pedestrians and cyclists.</p> <p>TransAction does not address the personal burden of high transportation costs. Car dependence, measured in per capita miles of car travel, increases in outer suburban jurisdictions. While job access increases after spending \$76 billion - and increases at a higher rate in Equity Emphasis Areas - this comes at a high cost to both public and personal finances. TPB's Visualize 2045 constrained regional plan shows that the plan's transit investments and local transit-oriented land use improve job access even more than the plan's highway expansion investments and at half the cost.</p> <p>The plan does not reduce greenhouse gas emissions at all. The plan increases emissions by 1.7% while taking credit for large emission reductions due to electric vehicle adoption. The build-out of TransAction increases per capita Vehicle Miles Traveled 4% above the future baseline, despite the findings of TPB's 2021 Climate Mitigation Study that reducing VMT in addition to rapidly adopting electric vehicles is essential to meet the region's climate targets.</p>
5. If you have any feedback on specific Projects that you would like to share, please include the project	<p>PROJECTS THAT SHOULD BE PRIORITIZED IN PLAN</p> <p>Fairfax</p>

Comment Form Question	Comment Form Submission #137
ID number from the project list with your comments.	<ul style="list-style-type: none"> • #31: Route 7 Transit: Tysons to Mark Center • #32 - Route 28 Corridor High-Capacity Transit Manassas to Dulles Town Center • Construct High Capacity Transit service along I-495 from the Metrorail Blue Line at Franconia-Springfield via the Metrorail Yellow Line in the City of Alexandria and Branch Avenue on the Metrorail Green Line in Prince George's County, Maryland. *** Planning and evaluation of this project should be incorporated in the current environmental studies and planning for the 495 Southside project.*** • #36: American Legion Bridge High-Capacity Transit • #37: Merrifield-Tysons High Capacity Transit - on Gallows Road and Annandale Road between Tysons and Annandale via Fairfax Hospital in Merrifield. • #43: Implement enhanced bus service on Route 236 between Fair Oaks and Landmark Mall. <p>Prince William</p> <ul style="list-style-type: none"> • #93: VRE Fredericksburg Line Rail Capacity Improvements • #300: VRE Manassas Line Rail Capacity Enhancements • #355: Mathis Avenue Extension • #354: Route 28-Centreville Road Corridor Improvements (as superior alternative to Godwin Drive extension) • #429: Manassas Park Trails Construction <p>Loudoun</p> <ul style="list-style-type: none"> • #13: Transit Connections to Silver Line Phase II Stations • #19: Davis Drive Extension and Dulles Toll Road-Rock Hill Overpass • #288: Loudoun Metrorail Station Pedestrian Improvements • #372: Sidewalk and Trail Additions to Provide Multimodal Connections to Activity Centers <p>Arlington</p> <ul style="list-style-type: none"> • #40 Columbia Pike Express Transit Network • #62 East Falls Church Metrorail Station Second Entrance • #71 Route 29 bus improvements

Comment Form Question	Comment Form Submission #137
	<p>Alexandria</p> <ul style="list-style-type: none"> • #41 Duke Street Transitway • #42 West End Transitway • #85 DASH Transit Service Enhancements and Expansion <p>City of Fairfax</p> <ul style="list-style-type: none"> • #139 - Improve on- and off-road bicycle and pedestrian facilities, routes, and infrastructure along and adjacent to City of Fairfax corridors to provide better access to Metrorail and regional trails. • #373 - Implement multimodal improvements, improve intersections and local connections, and improve transit service along Route 236. (see comments on #76 below). • #374 - Implement multimodal improvements, improve intersections and local connections, and improve transit service in the Old Town. <p>City of Falls Church</p> <p>Falls Church</p> <ul style="list-style-type: none"> • #66 Falls Church Multimodal Improvements • #134 Falls Church Enhanced Regional Bike Routes (W&OD) • #333 Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners • #334 Falls Church Metro Station Access • #335 Falls Church Regional Bicycle Connections • #356 City of Falls Church Greenway and Parkway Network <p>DETRIMENTAL PROJECTS THAT SHOULD BE REMOVED FROM PLAN</p> <p>#14 Widen Chain Bridge Road from 4 to 6 lanes between Rte. 7 and Old Courthouse Road</p> <p>#23 Outer Potomac crossing</p> <p>#48: Sudley Road to Route 28 (City of Manassas)</p> <p>#60 Widen Arlington Boulevard from 4 to 6 lanes</p> <p>#68 Widen Chain Bridge Road from Fairfax City to Vienna from 4 to 6 lanes</p> <p>#76 Widen Rte. 236 from 4 to 6 lanes Fairfax City to I-395. ***This project seems incompatible with City of Fairfax plans for the portion of the street within its boundaries (#373)***</p>

Comment Form Question	Comment Form Submission #137
	<p>#79: Route 1 Widening: Joplin Road to Russell Road. Bi-directional I-95 Express Lanes is a better solution</p> <p>#91 East Potomac River Crossing</p> <p>#95: Route 15 Widening: Route 234 to Loudoun County line</p> <p>#97 - Construct an interchange at Route 123 and Braddock Road. Conflicts with Fairfax County's and George Mason University's land use plans to add more student housing and affordable housing at urban densities along Route 123. Will make 123 impossible to cross at grade.</p> <p>#227: Construct Route 234 Bypass North: I-66 to Route 50</p> <p>#232 -- Widen Magarity Road from two to four lanes from Route 7 to Great Falls Street. This is a neighborhood street with schools and residential areas on both sides. Widening to 4 lanes would make the road much less safe to cross and negatively affect Pimmit Hills residents.</p> <p>#244: Gordon Boulevard Widening: Fairfax County Line to Express Drive/Belmont Bay Drive</p> <p>#249: I-66 Widening: Fauquier County Line to Antioch Bridge Road</p> <p>#254 Battlefield Bypass</p> <p>#264: Prince William Parkway Widening: Liberia Avenue to Hoadly Road</p> <p>#268: Sudley Road Widening: Route 15 to Route 29</p> <p># 376: Widening Route 28 [#354 is better project]</p> <p>#390 -- New partial interchange (flyover) at Fairfax County Parkway/Burke Centre Parkway. Fairfax should not build any more interchanges feeding into and out of its streets. It will lead to higher traffic speeds and less safe conditions for pedestrians, and reduce access to and attractiveness of nearby businesses.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p>	<p>TransAction's Pricing Scenario shows how mobility can improve for the region while including programs that benefit lower-income transit users and drivers. This type of strategy, paired with strategic infrastructure and transit service improvements and programs to build and preserve affordable housing near transit could be implemented more feasibly and quickly than a \$76 billion list of projects.</p>

Comment Form Question	Comment Form Submission #137
Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	However, all of these scenarios are of little value in providing guidance on future investments because of NVTAs refusal to model anything but "no build" vs "all build" scenarios. What do we learn from modeling of an "all build" scenario that is patently unrealistic financially and unsustainable environmentally?
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Model scenarios that incorporate land use. The regional Transportation Planning Board already did this scenario analysis through the 10 aspirational elements in its 2017 constrained long-range plan update. There is no need to reinvent the wheel.
8. Please share any comments you have on the TransAction planning process and/or public participation.	NVTA did a good job reaching out to different communities and going to where people were to get their input. Kudos to you for connecting to different parts of the region and making sincere, culturally sensitive efforts to gather input. But ultimately this plan is highly technical and difficult to understand. The public conversation was good at the start, but quickly things got very wonky and detached from people's day to day concerns relating to transportation.
9. Please let us know how NVTA could make the review and public participation process easier for you.	I don't think public participation per se is the problem so much as the content and methodology of the plan. I struggle to see how it is relevant to choosing the investments we make to improve our transportation system.
10. If you have any other comments, please share your feedback below.	In regard to this TransAction update, I hope that in the ensuing months NVTA will take a close look at the plan and slim it down so that it provides a more effective guide for our transportation investments. In regard to future updates, I think we should get more out of all the funds NVTA is spending on technical analysis and make the conclusions more salient and relevant to ordinary people.
Date	9/17/2022 11:41 AM

Comment Form Question	Comment Form Submission #138
Name	Connie Ericson
ZIP Code	22204
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes	

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travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>On behalf of Audubon Society of Northern Virginia, I want again to express our concerns about TransAction Project ID #72 and TransAction Project ID #406. The parallel trails proposed in these two projects will adversely affect the sensitive stream corridors in Arlington County parks through which the W&OD and Four Mile Run Trails run. Trail widening in the Arlington parks would remove trees and natural meadow areas. Those natural resources provide habitat for local and migrating wildlife as well as curb contaminated storm water runoff. ASNV does not believe that those resources should be given the limited bicycle/pedestrian congestion on those trails. If there is concern that increased bicycle access (for transportation purposes) is needed through the areas served by those bike trails in Arlington County, local and regional transportation planners should consider instead</p>

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	putting some roadways (such as Carlin Springs Road) on a car diet, limiting the vehicle lanes and expanding bicycle lanes.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 12:34 PM

Comment Form Question	Comment Form Submission #139
Name	Sierra Club Virginia chapter
ZIP Code	23220
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	NVTa website
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Below are official comments of the Virginia Sierra Club on the draft TransAction plan.</p> <p>The Virginia Sierra Club supports cleaner transportation options that reduce greenhouse gas emissions, improve air quality and give people more choices in how they travel. While TransAction has many good ideas, this \$76 billion list of projects does not constitute a viable plan</p>

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	<p>for addressing our region’s transportation and environmental problems. We can and must develop a more focused plan of transportation improvements that will both address our traffic congestion issues and reduce greenhouse gas emissions.</p> <p>Fundamentally, the draft TransAction plan fails to provide a framework for regional decisionmaking about transportation. NVTa has simply collected every project wish of every member jurisdiction and agency, and added dozens of new projects on top of these. We cannot afford to build all of these projects, nor should we. NVTa’s own analysis demonstrates that if we did, residents would be stuck driving even more miles on average (TransAction Summary Report, p. 16).</p> <p>Numerous studies, including one by our own National Capital Region Transportation Planning Board (TPB), confirm that to adequately cut greenhouse gas emissions from transportation, we must both transition vehicle technology and reduce per capita vehicle miles traveled. (See TPB Climate Mitigation Study of 2021: Report Findings, December presentation.)</p> <p>The path to addressing global warming and reducing congestion is not complicated. It involves expanding housing near our transit stations, building out the bus rapid transit network, and making active transportation modes like walking and bicycling easier and safer for daily trips. The region’s leaders, through the Metropolitan Washington Council of Governments (MWCOG), have set a goal of locating 75% of new housing units near good transit and walkable activity centers, building enough housing to meet demand, and making 75% of all new units affordable. The TPB found that achieving these targets would reduce congestion by 20% and achieve significant environmental and equity benefits.</p> <p>Improvements to our transit system, safe walking and biking infrastructure and roadway design, local street grids in our activity centers, travel demand management programs, pricing and</p>

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	<p>incentives, and targeted limited road capacity improvements would complement a mobility strategy that recognizes land use and housing.</p> <p>We appreciate that this TransAction update has added many new transit and active transportation projects. In particular, we are encouraged by NVTAs increased focus on developing a bus rapid transit network. Below is a selective list of Transaction projects across the region that would move us toward a more sustainable and equitable transportation system and should be prioritized:</p> <p>Fairfax</p> <ul style="list-style-type: none"> ● #31: Route 7 Transit: Tysons to Mark Center ● #32 - Route 28 Corridor High-Capacity Transit Manassas to Dulles Town Center ● Construct High Capacity Transit service along I-495 from the Metrorail Blue Line at Franconia-Springfield via the Metrorail Yellow Line in the City of Alexandria and Branch Avenue on the Metrorail Green Line in Prince George's County, Maryland. Note: This project should be incorporated in the current environmental studies and planning for this section of 495. ● #36: American Legion Bridge High-Capacity Transit ● #37: Merrifield-Tysons High Capacity Transit - on Gallows Road and Annandale Road between Tysons and Annandale via Fairfax Hospital in Merrifield. ● #43: Implement enhanced bus service on Route 236 between Fair Oaks and Landmark Mall. Improvements may include additional vehicles required to operate the service, maintenance/storage facilities, customer information, mobility hubs, bus stops and access facilities. <p>Prince William</p> <ul style="list-style-type: none"> ● #93: VRE Fredericksburg Line Rail Capacity Improvements ● #300: VRE Manassas Line Rail Capacity Enhancements ● #355: Mathis Avenue Extension ● #354: Route 28-Centreville Road Corridor Improvements (as superior alternative to Godwin Drive extension)

Comment Form Question	Comment Form Submission #139
	<ul style="list-style-type: none"> ● #429: Manassas Park Trails Construction Loudoun ● #13: Transit Connections to Silver Line Phase II Stations ● #19: Davis Drive Extension and Dulles Toll Road-Rock Hill Overpass ● #288: Loudoun Metrorail Station Pedestrian Improvements ● #372: Sidewalk and Trail Additions to Provide Multimodal Connections to Activity Centers Arlington ● #40 Columbia Pike Express Transit Network ● #62 East Falls Church Metrorail Station Second Entrance ● #71 Route 29 bus improvements Alexandria ● #41 Duke Street Transitway ● #42 West End Transitway ● #85 DASH Transit Service Enhancements and Expansion Falls Church ● #66: Falls Church Multimodal Improvements ● #134: Falls Church Enhanced Regional Bike Routes (W&OD) ● #333: Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners ● #334: Falls Church Metro Station Access ● #335: Falls Church Regional Bicycle Connections ● #356: City of Falls Church Greenway and Parkway Network <p>City of Fairfax</p> <ul style="list-style-type: none"> ● #137:Improve access to Metrorail and regional trails ● #373: Implement multimodal improvements, improve intersections and local connections, and improve transit service along Route 236 ● #374: Implement multimodal improvements, improve intersections and local connections, and improve transit service in the Old Town <p>On the other hand, sprawl-inducing projects such as an Outer Potomac crossing (#23) and Battlefield Bypass (#254) would only set the region back and should be removed from the plan. Evaluation of road capacity expansions,</p>

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	<p>especially adding new through lanes and interchanges, should take into account induced demand (e.g, the amount of new trips and traffic that will be generated by expanding capacity).</p> <p>We hope that in the ensuing months NVTa will take a close look at the plan and slim it down so that it provides a more effective guide for our transportation investments.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles</p>	

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<p>becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 12:35 PM

Comment Form Question	Comment Form Submission #140
Name	Zack Gold
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	To meet greenhouse gas targets, Greater Washington must reduce VMT by at least 20% between now and 2045. However, the TransAction plan would actually increase per-person VMT by 4% above the future baseline forecast
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree

Comment Form Question	Comment Form Submission #140
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.</p> <p>Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.</p> <p>Equity: To achieve an equitable transportation system, we must bring car-free mobility beyond the current, few, expensive areas to the more affordable parts of our regions. Right now these areas are either dangerous or outright impossible to get around without a car.</p> <p>Sustainability: We cannot sustain the current amount of driving in the region, let alone the massive expansion outlined in the draft plan.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	<p>The plan should model different sets of projects to show what the impact would be of funding different modes. Suggestions: a "highway-only" scenario, a "transit-only" scenario, a "bike-ped only" scenario, and a "bike-ped-transit" scenario.</p>

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Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	We must shift the scoring for NVTA projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
Date	9/17/2022 12:58 PM

Comment Form Question	Comment Form Submission #141
Name	City Council Falls Church, VA
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Ms. Monica Backmon Executive Director Northern Virginia Transportation Authority 3040 Williams Drive, Suite 200 Fairfax, VA 22031</p> <p>Dear Ms. Backmon,</p> <p>The City of Falls Church respectfully submits the comments below in response to the Northern Virginia Transportation Authority's (NVTA) draft TransAction Plan. On behalf of the City and our citizens, we strongly support inclusion of the Falls Church area projects in the TransAction Plan project list.</p> <p>The City supports the larger goals for transportation as included in the draft TransAction vision statement:</p> <p>Vision Statement: "Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience." (Adopted December 2020)</p>

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Carbon Emissions: The TransAction Plan should include carbon emission measurements in the 2045 build/no build analysis, and should provide more policy support for initiatives to reduce carbon emissions in the transportation sector. The Transportation Planning Board's Envision 2045 Plan identifies and prioritizes solutions for regional carbon emission reductions and should be referenced in the TransAction Plan.

Climate Resiliency: The TransAction Plan would benefit from more analysis of transportation system vulnerabilities associated with extreme heat events, flooding (both inland and coastal), and other natural disasters associated with a warming climate. Transportation system resilience to extreme weather is referenced in the Plan, but should be given more analysis and prominence.

Multimodal solutions: The City favors transportation solutions in the plan that enhance transit, pedestrian safety, and bicycle safety to encourage these modes as a preferred transportation choice for residents and commuters. City projects listed in the plan are largely aligned with this more sustainable approach to meeting transportation growth requirements in our region.

Transportation Systems Technology: There will need to be investment in technologies called for in the Transportation Technology Strategic Plan as well as continued analysis and transparency regarding long term benefits. The City is engaged with Virginia Tech in a Smart Cities Learning Lab, which will apply new technologies to improve transportation, and we hope this effort will generate innovative solutions that can benefit the larger region over time.

Public Focus: Through the engagement process, the public provided input on how funds should be allocated across transportation modes. There should be continued analysis and transparency on how public input has been included in the

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	<p>draft Plan and future programming decisions.</p> <p>Project Costs: Also in the interest of transparency in planning, it is important to include information about expected project costs. This allows for a more informed public decision making process.</p> <p>Thank you for your work and that of the excellent NVTA staff on this draft TransAction Plan. It will be an important and useful policy guide to transportation improvements for our region. We appreciate this opportunity to comment on the draft Plan.</p> <p>Sincerely,</p> <p>P. David Tarter Mayor</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project</p>	

Comment Form Question	Comment Form Submission #141
ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 1:15 PM

Comment Form Question	Comment Form Submission #142
Name	Elizabeth Ende
ZIP Code	22101
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030. Likewise, other jurisdictions in NVTa's planning area, including Fairfax and Arlington County, also have forward-looking plans to lower GHG emissions, including from transportation. NVTa should ensure that the projects listed in the TransAction plan are</p>

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	<p>consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.</p> <p>A “business as usual” approach to funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of “induced demand,” wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter. The NVTa cites its three core values as safety, equity, and sustainability – and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Neutral</p>

Comment Form Question	Comment Form Submission #142
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>With regard to Resiliency, to meet our climate targets, one key strategy is to rapidly transition to electric vehicles (EVs), and a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan’s proposed funding levels are inadequate. Another key strategy to meet our climate targets is to reduce per capita (and total) Vehicle Miles Traveled (VMT). However, the majority of projects (253 of 429) focus on roads, interchanges and intersections, with many projects to widen roads (totaling more than 1,000 miles of wider roads!). By encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air pollution in general.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Neutral</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Many of the listed roadway projects focus on just widening roads and building new ones which is not working towards sustainability. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia</p>	<p>A new initiative recently adopted by the NVTa is its “Transportation Technology Strategic Plan”. It lists eight strategies, which include “Reduce</p>

Comment Form Question	Comment Form Submission #142
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>congestion and increase throughput” (Strategy 1), “Maximize the potential of physical and communication infrastructure to serve existing and emerging modes” (Strategy 6), and “Advance decarbonization of the transportation system” (Strategy 8). Strategies like these underline the importance of taking a broad, systematic look at everything that can advance these goals. For example, during the height of the pandemic, there was a dramatic increase in telecommuting, and a concomitant decrease in traffic congestion. And now, even though vaccines have lessened COVID risks, many businesses and workers are continuing to pursue telecommuting. The TransAction plan should embrace the role of communication technology to reduce congestion and decrease greenhouse gas emissions, by, for example, proposing the funding of initiatives to promote universal broadband access that can facilitate telecommuting and keep cars off the road.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	Thank you for creating this plan. As a resident of Virginia, it is urgent that TransAction work aggressively towards implementing transportation strategies that will reduce our reliance on fossil fuels.
9. Please let us know how NVTVA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 2:25 PM

Comment Form Question	Comment Form Submission #143
Name	Andrew Riffle
ZIP Code	20191
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	ggwash.org
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	

Comment Form Question	Comment Form Submission #143
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>I'm excited about all the investment into bike, pedestrian and transit infrastructure. Increasing transit options for everyone achieves all stated goals consistently.</p> <p>However, the \$29 billion being spent on more roads is directly counter to these goals.</p> <p>Adding more lanes has been proven for decades to only increase demand, failing to meet the goal of increased mobility.</p> <p>It's also only a benefit to people who drive, either forcing taxpayers to also pay for a car or simply subsidize people who do drive, which is counter to the goal of accessibility. Then there's the elderly, disabled and teenagers who are forced to rely on others, definitely not increasing accessibility.</p> <p>And finally, roads aren't resilient at all. There's no way to increase the supply of road when demand spikes (planned or unplanned), which means everyone just sits in traffic. Demand spikes for transit can be handled by running more buses or trains, or with stopgap shuttles.</p> <p>Drivers already benefit from decreased traffic when communities have strong transit options. There's no reason to invest taxpayer money on solutions that only benefit some.</p>

Comment Form Question	Comment Form Submission #143
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Again I am torn by the investment in public transit and biking, which efficiently achieves every stated goal to the benefit of everyone, and the road expansions which waste money and do the opposite.</p> <p>Driving a car is hands down by far the most dangerous way to get anywhere, we have decades of data to back this up. This could not be more counter to the goal of safety.</p> <p>It's also very inequitable. As I mentioned above, road expansions only benefit the people who can afford to buy a car to drive on them. It also excludes the elderly, the young and the disabled from having independence. They're forced to rely on others to drive them around. Not equitable at all, yet every taxpayer foots the bill.</p> <p>Roads are also the least sustainable and efficient modes of transit. Most suburbs are unable to pay for the upkeep of roads they have, adding more just kicks the can down the road for others to deal with in the future. Cars cause far more wear to roads than bikes and foot traffic do, while buses prevent hundreds of car trips with the wear they put on roads.</p> <p>That \$29 billion could be spent in ways that benefit all taxpayers instead of just drivers.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project numbers 345 and 439 are desperately needed here in Reston. Many of us are very happy to see these gaps getting attention and can't wait to use them!</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles</p>	

Comment Form Question	Comment Form Submission #143
<p>becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>I'd like to see some reforms included to increase transparency on how contracts are rewarded and to hold companies accountable when they run billions of dollars and several years over the quotes originally given. The Silver Line Phase 2 extension has been ridiculously over budget and time, yet as far as I know no consequences and it will happen again.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>I am glad to see so many great changes proposed, quit wasting so much on roads and it's perfect!</p>
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>9/17/2022 2:43 PM</p>

Comment Form Question	Comment Form Submission #144
<p>Name</p>	<p>Lawrence Connell</p>
<p>ZIP Code</p>	<p>22205</p>
<p>1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?</p>	<p>Through public interest groups with which I'm affiliated.</p>
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030 (see https://www.mwcog.org/environment/planning-areas/climate-and-energy/). Likewise, other jurisdictions in NVTa's planning area also have forward-looking plans to lower GHG emissions, including from transportation (e.g., Fairfax County [https://www.fairfaxcounty.gov/environment-energy-coordination/climate-planning-action] and Arlington County [https://www.arlingtonva.us/Government/Programs/Sustainability-and-</p>

Comment Form Question	Comment Form Submission #144
	<p>Environment/Energy/County-Operations])). NVTa should ensure that the projects listed in the TransAction plan are consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.</p> <p>A “business as usual” approach to funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of “induced demand,” wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter. The NVTa cites its three core values as safety, equity, and sustainability – and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p> <p>To meet our climate targets, one key strategy is to rapidly transition to electric vehicles (EVs), and a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the</p>

Comment Form Question	Comment Form Submission #144
	<p>TransAction plan's proposed funding levels are inadequate.</p> <p>Another key strategy to meet our climate targets is to reduce per capita (and total) Vehicle Miles Traveled (VMT). However, the majority of projects (253 of 429) focus on roads, interchanges and intersections, with many projects to widen roads (totaling more than 1,000 miles of wider roads!). As noted, by encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air pollution in general. (It should be noted that transit projects, while fewer in number, constitute the majority of the cost of the plan – \$46 billion of the more than \$75 billion cost of the projects in the draft plan. However, to date, the bulk of the money actually expended on transportation projects has focused on widening roads and otherwise accommodating automobiles.)</p> <p>As noted, many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use (see https://smartgrowthamerica.org/what-are-complete-streets/).</p> <p>NVTA's “Transportation Technology Strategic Plan” includes “Reduce congestion and increase throughput” (Strategy 1), “Maximize the potential of physical and communication infrastructure to serve existing and emerging modes” (Strategy 6), and “Advance decarbonization of the transportation system” (Strategy 8). Strategies like these underline the importance of taking a broad, systematic look at everything that can advance these goals. For example, during the height of the pandemic,</p>

Comment Form Question	Comment Form Submission #144
	<p>there was a dramatic increase in telecommuting, and a concomitant decrease in traffic congestion. And now, even though vaccines have lessened Covid risks, many businesses and workers are continuing to pursue telecommuting. The TransAction plan should embrace the role of communication technology to reduce congestion and decrease greenhouse gas emissions, by, for example, proposing the funding of initiatives to promote universal broadband access that can facilitate telecommuting and keep cars off the road.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Agree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-</p>	<p>All scenarios are relevant. From a policy perspective, Incentives/Pricing in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents are the most efficient/effective, although support</p>

Comment Form Question	Comment Form Submission #144
<p>19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>should also be provided to technology that reduces GHG emissions and improves resiliency.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Please see #2 above.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>I appreciate the opportunity to comment. What might generate more public participation is to publicize it through local governments, as well. This would be beneficial.</p>
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>9/17/2022 5:01 PM</p>

Comment Form Question	Comment Form Submission #145
<p>Name</p>	<p>Lawrence Connell</p>
<p>ZIP Code</p>	<p>22205</p>
<p>1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?</p>	<p>Through public interest groups.</p>
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030 (see https://www.mwcog.org/environment/planning-areas/climate-and-energy/). Likewise, other jurisdictions in NVTa's planning area also have forward-looking plans to lower GHG emissions, including from transportation (e.g., Fairfax County [https://www.fairfaxcounty.gov/environment-energy-coordination/climate-planning-action] and Arlington County [https://www.arlingtonva.us/Government/Programs/Sustainability-and-Environment/Energy/County-Operations]). NVTa should ensure that the projects listed in the</p>

Comment Form Question	Comment Form Submission #145
	<p>TransAction plan are consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.</p> <p>A “business as usual” approach to funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of “induced demand,” wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter. The NVTa cites its three core values as safety, equity, and sustainability – and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p> <p>To meet our climate targets, one key strategy is to rapidly transition to electric vehicles (EVs), and a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan’s proposed funding levels are inadequate.</p>

Comment Form Question

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Another key strategy to meet our climate targets is to reduce per capita (and total) Vehicle Miles Traveled (VMT). However, the majority of projects (253 of 429) focus on roads, interchanges and intersections, with many projects to widen roads (totaling more than 1,000 miles of wider roads!). As noted, by encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air pollution in general. (It should be noted that transit projects, while fewer in number, constitute the majority of the cost of the plan – \$46 billion of the more than \$75 billion cost of the projects in the draft plan. However, to date, the bulk of the money actually expended on transportation projects has focused on widening roads and otherwise accommodating automobiles.)

As noted, many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use (see <https://smartgrowthamerica.org/what-are-complete-streets/>).

A new initiative recently adopted by the NVTa is its “Transportation Technology Strategic Plan” (TTSP; see <https://thenovaauthority.org/wp-content/uploads/2022/01/TTSP-and-Action-Plan-Updates-after-the-first-six-months-V1.5-with-summary-of-changes.pdf>). It lists eight strategies, which include “Reduce congestion and increase throughput” (Strategy 1), “Maximize the potential of physical and communication infrastructure to serve existing and emerging modes” (Strategy 6), and “Advance decarbonization of the transportation system” (Strategy 8). Strategies like these underline the importance of taking a broad, systematic look at

Comment Form Question	Comment Form Submission #145
	<p>everything that can advance these goals. For example, during the height of the pandemic, there was a dramatic increase in telecommuting, and a concomitant decrease in traffic congestion. And now, even though vaccines have lessened Covid risks, many businesses and workers are continuing to pursue telecommuting. The TransAction plan should embrace the role of communication technology to reduce congestion and decrease greenhouse gas emissions, by, for example, proposing the funding of initiatives to promote universal broadband access that can facilitate telecommuting and keep cars off the road.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Agree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p>	

Comment Form Question	Comment Form Submission #145
<p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 5:04 PM

Comment Form Question	Comment Form Submission #146
Name	Mark Scheufler
ZIP Code	20111
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	NVTa website
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	None
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to,</p>	Neutral

Comment Form Question	Comment Form Submission #146
and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	None
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	None
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Add to TransAction Plan</p> <p>1. Add Bi-directional I-95 Express Lanes with Fredericksburg and Springfield, coupled with repurposing of two Route 1 General Purpose Lanes to BRT Justification: Included in VDOT I-95 Corridor Improvements Plan; Corridor needs congestion free option in bi-directions 24/7, thus allowing a reimagining of Route 1 in Fairfax and PWC.</p> <p>2. I-66 Trail between PW and FFX Justification: Additional non-vehicle transportation options for mobility and recreation between FFX and PWC along the I-66 corridor</p> <p>3. All BRT projects should consider repurposing existing roadway space. Route 1 in Alexandria should be the gold standard for BRT along arterial roadways in NOVA (4 GP, 2 BRT) Justification: Any non-limited access roadway should be a max of 4 GP lanes.</p> <p>Modify TransAction Plan</p> <p>#261: Old Centreville Road Widening: Fairfax County Line to Route 28 [Prefer BRT Lanes] Justification: BRT lanes is a more sustainable option for the Route 28 corridor</p> <p>#251: Route 1 Widening: Dumfries Road (Route</p>

Comment Form Question	Comment Form Submission #146
	<p>234) to Cardinal Drive [BRT lanes and I-95 Bi-Directional Express Lanes, instead of widening] Justification: BRT lanes is a more sustainable option for the Route 1 corridor</p> <p>#282: Route 1 Widening: Occoquan River Bridge to Telegraph Road (Route 235 North) [Replace with 2 Additional BRT lanes, Route 1 Remains at 4 GP Lanes] Justification: BRT lanes is a more sustainable option for the Route 1 corridor</p> <p>#218: Route 123/ Route 1 Interchange [Remove widening Route 123 from 4-6 lanes] Justification: Widening a roadway should not be included in an interchange project</p> <p>#426 Moseby Court Extension [Permanent connection to improve city grid] #427 Kirby Street Extension [Permanent connection to improve city grid] #428 Polk Dr Extension [Permanent connection to improve street grid] Justification: Street grid improves traffic in the area; Creates additional options for active transportation users.</p> <p>#254: Construct Manassas Battlefield Bypass [Require Closer of Route 29 through the park, prefer southern alignment] Justification: Project should enable the closer of Route 29 through MBNP.</p> <p>Remove from TransAction Plan</p> <p>#79: Route 1 Widening: Joplin Road to Russell Road; Justification: Bi-directional I-95 Express Lanes is a better solution long term solution for the corridor.</p> <p>#244: Gordon Boulevard Widening: Fairfax County Line to Express Drive/Belmont Bay Drive Justification: Limited need to widening this</p>

Comment Form Question	Comment Form Submission #146
	<p>section of roadway with additional through lanes based on land use and additional planned improvements</p> <p>#249: I-66 Widening: Fauquier County Line to Antioch Bridge Road Justification: Limited need based on current/future land use patterns in Fauquier County</p> <p>#328: I-95 General Purpose Lanes Widening: Occoquan River Bridge to Dumfries Road (Route 234) [Bi-Directional I-95 Express Lanes] Justification: Not include in I-95 Corridor improvement Plan; Creates compensation event based the I-95 Express Lanes contract</p> <p>#48: Godwin Drive Widening: Sudley Road to Route 28 (City of Manassas) Justification: PWC is rescoping the Route 28 Bypass/Tri-County Parkway from 6 to 4 Lanes</p> <p>#95: Route 15 Widening: Route 234 to Loudoun County line Justification: Limited growth in the area; Loudoun County is not expanding there section of Route 15</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>None</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>None</p>

Comment Form Question	Comment Form Submission #146
8. Please share any comments you have on the TransAction planning process and/or public participation.	None
9. Please let us know how NVTA could make the review and public participation process easier for you.	None
10. If you have any other comments, please share your feedback below.	<p>Public Testimony:</p> <p>Good Evening. Mark Scheufler. Prince William County.</p> <p>Thank you for the opportunity to address you tonight. I am a member of Active Prince William, which is a volunteer group of concerned citizens who advocate for better opportunities, support, and infrastructure for active transportation and healthy lifestyles within Prince William County, Manassas, and Manassas Park.</p> <p>I have reviewed the list of projects and associated documentation in the TransAction package and continue to be disappointed in the goals and outcomes of this process.</p> <p>I do not believe a directionless, hodgepodge, all the above list of projects approach of expanding capacity to reduce roadway congestion is the best path for the region. Reform to the NVTA statute is needed.</p> <p>I compare the Northern Virginia transportation situation as it relates to congestion to be comparable to obesity. The solution for obesity should not be to loosen the belt for extra capacity which is similar to the 20th century concept that unmanaged road widening is a solution to congestion in urban areas such as Northern Virginia. Unfortunately the Transaction list includes 117 projects with the word "Widen" in it.</p> <p>This update to the TransAction along with the NVTA statute will continue to point outer jurisdictions of Fairfax, Prince William and Loudoun to submit car first projects that serve to increase car dependency to future six-year funding programs.</p>

Comment Form Question	Comment Form Submission #146
	<p>In addition, while excellent projects, the fact that the 24th, 25th and 26th ranked projects (out of 26) in the last six year plan were funded, diminishes the value and purpose of the NVTa and questions whether funding should just go directly to the jurisdictions based on the funding contributed by each jurisdiction.</p> <p>For Prince William County, with all the traffic information available, the best fully funded project in the last six year plan was a roadway extension through a data center development. PWC probably could have developed better outcomes outside of the NVTa process and restrictions.</p> <p>In closing, I will submit this testimony via email and provide a list of project additions, subtractions and modifications for consideration as many of my concerns discussed here will not be addressed in this TransAction process. But I hope NVTa reform can be addressed by the state legislature to create better land use and transportation outcomes for all Northern Virginia residents. Thank you.</p>
Date	9/17/2022 5:25 PM

Comment Form Question	Comment Form Submission #147
Name	Johanna Klein
ZIP Code	22209
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Arlnow
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I do not like that it includes highway expansion projects. Why add highways when it adds to alienation of our communities. Please focus on funding the public transportation.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.	Agree

Comment Form Question	Comment Form Submission #147
<p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Neutral
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	There are too many highway expansion projects proposed. That does not improve sustainability.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	I agree that pricing should be used to mitigate congestion and incentivize public transportation usage. Also dedicated bus/hov3 lanes.
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTA could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	

Comment Form Question	Comment Form Submission #147
Date	9/17/2022 8:37 PM

Comment Form Question	Comment Form Submission #148
Name	Marlene Dakita
ZIP Code	22304
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Coalition for Smarter Growth
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of Alexandria. I want to remain in Northern Virginia but traffic congestion and sprawl are making me think more and more about moving far away.</p> <p>How can NoVa afford the huge cost? And how are these projects addressing needs such as affordable housing close to work so as to avoid needing more and more roads? How is building more and more roads addressing urgent climate change control? Isn't building more roads going to increase and lengthen driving in the region?</p> <p>YES to Sustainable, equitable, walkable, bikeable, transit-oriented communities with affordable housing. NO to new sprawling, auto-dependent development!</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree

Comment Form Question	Comment Form Submission #148
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/17/2022 10:08 PM

Comment Form Question	Comment Form Submission #149
Name	Bill Gallagher
ZIP Code	20036
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Greater Greater Washington
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The idea of the plan is really great - the details of the plan are not. Building transit - and encouraging people to ride are both important. To help transit work – a pedestrian environment is necessary to allow people a comfortable walk

Comment Form Question	Comment Form Submission #149
	<p>to transit – without having to drive. Rt 1 is a perfect example. The new BRT heading south is a really wonderful plan - for everyone living in that area. BUT, if the road is widened to 3 lanes in both directions - this will do multiple bad things - negating the entire transit project. 1. This will put more people in cars - the road will wide open and encouraging drivers. 2. This will be a very bad for the urban environment. Pedestrians require spaces scaled to pedestrians. A street right-of-way that is 120 feet or more is not pedestrian friendly. People cannot comfortably across all that traffic and will not feel safe walking along sidewalks up against speeding traffic. This will diminish riders using transit. Thus, negating this major transit project.</p> <p>Thought needs to be given to the big picture - transit needs comfortable walking areas to get people to transit - not highways. Trees will help make a difference and interesting buildings and retail - but big roads and transit are just not compatible. Unfortunately, the car will win until that road is so crowded nothing is moving. Don't widen roads and expect transit to work. Do build new small streets that will help pedestrians find their way to transit away from the highways, this is key to the future success of transit.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Agree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Yes - this overall is a good plan - with a good goal. But combining this with improvements for traffic is a bad idea. Sure, some things must be done - but all work on roadways must be making them</p>

Comment Form Question	Comment Form Submission #149
	more pedestrian friendly - not increasing the number and speed of cars. If anything - road work must slow down traffic and make it more difficult to drive. Removing parking is a great way to get people out of their cars!
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	There is no equity when the plan encourages more driving and more cars
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Local neighborhood plans that promote walking to transit
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 12:49 AM

Comment Form Question	Comment Form Submission #150
Name	Rosaly Kozbelt

Comment Form Question	Comment Form Submission #150
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	City Council Member highlighted it.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I am concerned #133 for Route 7 in Falls Church City seeks to put in a dedicated bus lane, turning our two lanes into one late + bus lane. I believe the overflow traffic & congestion would significantly damage the quality of life for Falls Church City residents. I am opposed to dedicating an entire lane to a bus on Route 7 (or any street in Falls Church City). Not enough residents of Falls Church City take a bus to justify this level of inconvenience to the residents. Increased hostile drivers will endanger the very walking-friendly community (and endanger children, many of whom walk to school).
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	I am concerned #133 for Route 7 in Falls Church City seeks to put in a dedicated bus lane, turning our two lanes into one late + bus lane. I believe the overflow traffic & congestion would significantly damage the quality of life for Falls Church City residents. I am opposed to

Comment Form Question	Comment Form Submission #150
	<p>dedicating an entire lane to a bus on Route 7 (or any street in Falls Church City). Not enough residents of Falls Church City take a bus to justify this level of inconvenience to the residents. Increased hostile drivers will endanger the very walking-friendly community (and endanger children, many of whom walk to school).</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Great Falls St. in Falls Church City is already receiving significant overflow traffic from Washington Blvd to West St, for drivers hoping to avoid the lights and traffic on Route 7. Great Falls St. needs speed bumps to increase pedestrian safety. I live on this street and in 2018, a speeding and inattentive driver drove onto my lawn and crashed into a tree--about 15 minutes after elementary school children walked off the school bus. This kind of event could continue to be a problem unless traffic calming measures are implemented.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>9/18/2022 10:43 AM</p>

Comment Form Question		Comment Form Submission #151	
Name		Danny Debner	
ZIP Code		22201	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		GGWash	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		<p>We MUST prioritize transit over private vehicle traffic. Car-centric systems are unsustainable and leading to deaths of residents (pollution, reckless driving, unsafe intersections). We need PROTECTED bike lanes and intersections. We need rapid transit/bus only lanes everywhere. And we need a metro rail system that efficiently ferries people all over the area (and not just from the outer reaches into the downtown area). Lastly we need to restart reciprocity between VA/DC/MD on traffic enforcement. The rules of the road have become far too lax as is evident in car user attitudes and the relative increase in pedestrian deaths.</p>	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>		Agree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		<p>Your identify that more people are expected to use transit. Lean into that MORE! We need a big push. People only really care about lead time - how long to wait until the next train.</p> <p>Widening highway roads is like loosening your belt when your stomach is full. It does not alleviate traffic. It induces more demand for the road. Please induce more demand for traffic and alternative methods of transit. Stop sinking money into the cash pit that is the beltway.</p>	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety,		Disagree	

Comment Form Question	Comment Form Submission #151
Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	It's not aggressive enough. We need more action sooner. Pedestrians and cyclists are dying everyday.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	If transit isn't given serious consideration, then people will continue to drive. Simple as that.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	A metro line from NoVA to northern parts of DC (DuPont, union station). Way more bike infrastructure. The goal should be for adolescents to feel safe getting around the city by bike. That's when we'll know we have safe streets.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 10:51 AM

Comment Form Question	Comment Form Submission #152
Name	Andrew Young
ZIP Code	22046

Comment Form Question	Comment Form Submission #152
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Local planning processes in the City of Falls Church have highlighted the opportunity to comment on the proposed long-range plan.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals. We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVRTA's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.
3. NVRTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do.
4. NVRTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	The current plan is not sufficiently ambitious in driving the changes needed to meet the region's critical greenhouse gas reduction targets.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	The City of Falls Church has submitted several projects that achieve the goals of walkable, bikeable, transit-friendly communities with affordable housing and should be included in the final plan. I strongly support the following: 57: Falls Church Multimodal

Comment Form Question	Comment Form Submission #152
	<p>105: East Falls Church Bikeshare 116: Falls Church Enhanced Bus Service 301: Transit Boulevard on Sycamore St 302: Falls Church Metro Station Access 303: Falls Church Regional Bicycle Connections 323: CoFC Greenway and Parkway Network 324: Bicycle Facility Route 7 326: Fall Church Park Once and Walk 327: Falls Church Safe Routes to School 328: Falls Church TDM</p> <p>Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include:</p> <p>18 Seven Corners Ring Road Improvements 21 Bike Lanes on Route 7: Alexandria to Seven Corners 31 Route 7 Transit: Tysons to Mark Center 62 East Falls Church Metrorail Station Second Entrance 67 Route 29 Trail 70 East Falls Church Metrorail Station Multimodal Improvements 71 Route 29 Bus Improvements 114 Metrorail Pocket Track Improvements 118 East Falls Church Bikeshare Connections 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-</p>	

Comment Form Question	Comment Form Submission #152
<p>19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 1:16 PM

Comment Form Question	Comment Form Submission #153
Name	Laura Gould
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Falls Church City City Council
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	As a resident of the City of Falls Church, I would like to voice my support for this NVTa TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to,</p>	Agree

Comment Form Question	Comment Form Submission #153
and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	“As a resident of the City of Falls Church, I would like to voice my support for this NVTA TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit

Comment Form Question	Comment Form Submission #153
	projects help to relieve congestion and increase connectivity and accessibility.”
Date	9/18/2022 1:28 PM

Comment Form Question	Comment Form Submission #154
Name	Andrew Kalukin
ZIP Code	22201
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Advocacy group
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The list of projects is too large to pay for; no meaningful solutions to address climate change and urban sprawl.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Strongly Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	It ignores solutions that don't involve driving, such as walkable and bikeable trails and transit-oriented solutions. In a decade, we'll be back at the same point, except the problem will be even larger, because TransAction fails to address the underlying causes.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	As mentioned above, the solution is unsustainable, because it relies on building more networks of roads and not on ways of reducing the need for relying on driving.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	

Comment Form Question	Comment Form Submission #154
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	Please notify the public about process stages, meetings, and decisions through website and email.
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 1:34 PM

Comment Form Question	Comment Form Submission #155
Name	Samuel Butler
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through keeping up-to-date on policy and governmental work in the NOVA area.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Hello NVTa Transaction,</p> <p>My name is Sam. I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root</p>

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	<p>of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTAs analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTAs itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p> <p>Please reject the TransAction 2045 Plan.</p> <p>Thank you,</p> <p>Sam</p>
<p>3. NVTAs has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTAs has identified three core values that shape how TransAction should achieve its goals: Safety,</p>	Strongly Disagree

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Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following:</p> <ul style="list-style-type: none"> * 57: Falls Church Multimodal * 105: East Falls Church Bikeshare * 116: Falls Church Enhanced Bus Service * 301: Transit Boulevard on Sycamore St * 302: Falls Church Metro Station Access * 303: Falls Church Regional Bicycle Connections * 323: CoFC Greenway and Parkway Network * 324: Bicycle Facility Route 7 * 326: Fall Church Park Once and Walk * 327: Falls Church Safe Routes to School * 328: Falls Church TDM <p>Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include:</p> <ul style="list-style-type: none"> * 18 Seven Corners Ring Road Improvements

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	<ul style="list-style-type: none"> * 21 Bike Lanes on Route 7: Alexandria to Seven Corners * 31 Route 7 Transit: Tysons to Mark Center * 62 East Falls Church Metrorail Station Second Entrance * 67 Route 29 Trail * 70 East Falls Church Metrorail Station Multimodal Improvements * 71 Route 29 Bus Improvements * 114 Metrorail Pocket Track Improvements * 118 East Falls Church Bikeshare Connections * 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	

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8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #156
Name	Franz Gimmler
ZIP Code	22213
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Bike Falls Church
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<ul style="list-style-type: none"> • I am a resident of the Arlington and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual. • The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals. • We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTa's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets. • Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit. <p>5. Feedback on Projects</p> <ul style="list-style-type: none"> • Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to

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do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following:

- o 57: Falls Church Multimodal
- o 105: East Falls Church Bikeshare
- o 116: Falls Church Enhanced Bus Service
- o 301: Transit Boulevard on Sycamore St
- o 302: Falls Church Metro Station Access
- o 303: Falls Church Regional Bicycle Connections
- o 323: CoFC Greenway and Parkway Network
- o 324: Bicycle Facility Route 7
- o 326: Fall Church Park Once and Walk
- o 327: Falls Church Safe Routes to School
- o 328: Falls Church TDM

- Of these, I believe the most important are 105 and 302. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.

- Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include:

- - o 18 Seven Corners Ring Road Improvements
 - o 21 Bike Lanes on Route 7: Alexandria to Seven Corners
 - o 31 Route 7 Transit: Tysons to Mark Center
 - o 62 East Falls Church Metrorail Station Second Entrance
 - o 67 Route 29 Trail
 - o 70 East Falls Church Metrorail Station Multimodal Improvements
 - o 71 Route 29 Bus Improvements
 - o 114 Metrorail Pocket Track Improvements
 - o 118 East Falls Church Bikeshare Connections
 - o

Of these, project # 62, 70 and #118 are most

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	<p>important to me</p> <ul style="list-style-type: none"> • I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Three goals are simplistic and generic. Where is air quality, climate change, VMT, access. All these goals are supply side - more of everything - unrealistic and indiscriminate. Practically useless to define and prioritize. Start Over</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>No connection between goals and values.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Development of East Falls Church metro site provides most benefits to larger community.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia</p>	<p>No Comment</p>

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<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Encouragement of Private Providers, mobility managers, ride and vehicle sharing.
8. Please share any comments you have on the TransAction planning process and/or public participation.	No Comment
9. Please let us know how NVTa could make the review and public participation process easier for you.	No Comment
10. If you have any other comments, please share your feedback below.	No comment
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Comment Form Question	Comment Form Submission #157
Name	Natalie Pien
ZIP Code	20175
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Faith Alliance for Climate Solutions
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>NVTa TransAction Plan Comments</p> <p>Natalie Pien</p> <p>Hello. My name is Natalie Pien. I am a resident of Loudoun County VA. I am a former VA representative to the MWCOC Air and Climate Public Advisory Committee that advises policy committees Metropolitan Washington Air Quality Committee (MWAQC) on air quality planning and the Climate, Energy, and Environment Policy Committee (CEEPC) on climate and energy issues/initiatives.</p> <p>Given the increase in intensity and frequency of extreme weather events in the U.S. and globally, greenhouse gases must be reduced immediately.</p>

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Upon the release of the Intergovernmental Panel on Climate Change sixth assessment over one year ago on August 9, 2021, U.N. Secretary General Antonio Guterres warned "Code Red for Humanity" stressing irrefutable evidence of human influence." Very recently, S.G. Guterres visited Pakistan & witnessed "climate carnage" and called for massive and immediate international aid. He said that helping Pakistan is not "a question of... generosity" but a "matter of justice" because the country was "paying the price of something that was created by others". Pakistan is responsible for only 0.4% of climate changing greenhouse gas emissions, while the U.S. is responsible for 21.5%. I ask you, is Pakistan paying the price for how we live in Northern Virginia?

Local land use practices have a significant impact on climate change and the climate crisis cannot be overcome without rethinking land use. While top down regulations to decarbonize electricity is essential, it is not sufficient. And such regulations do not affect land use. Studies have shown that the household greenhouse gas emissions from old, urban areas such as Washington, DC, Philadelphia, PA, and NYC, NY are much lower than that of surrounding suburbs. Old urban development centered on people, providing public transit, walkable, cyclable communities with high density dwelling units. The newer single family home suburbs are car-dependent, compromising President Biden's U.S. climate goal and the Virginia Clean Economy Act to reduce greenhouse gas emissions.

In Virginia, 48% of greenhouse gas emissions comes from transportation. Regionally, greenhouse gas emissions from the transportation sector is increasing in the Metropolitan Washington region. Therefore, it is imperative that the NVTa TransAction Plan prioritize programs that are consistent with MWCOG adopted goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030 to support programs that will reduce the number of cars on the road and vehicle miles

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	<p>travelled. The plan must focus on transit. About 104 projects in the draft TransAction Plan are classified as Transit and about 193 projects are classified as roadways, nearly double the transit projects. A better Plan would adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use.</p> <p>I live in Loudoun County where the focus seems to be to put more cars on the road by widening roads or building overpasses. At this point in time, nearly every road that crosses Route & east of Leesburg has a new overpass to make it easier for cars to enter or exit Rt. 7. The same thing is planned for Rt. 50. During the time period 2005-2018, average greenhouse gas emissions decreased by 13% in the Washington Metropolitan region, but increased in Loudoun County by 56%. While much of this increase can be attributed to promoting data center land use, transportation planning is also culpable.</p> <p>Now, I ask you to reconsider the question posed earlier, “Is Pakistan paying the price for how we live in Northern Virginia?” An honest answer would be “Yes.” The NVTa can change that honest answer to “No.” Please use your power.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Neutral</p>

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Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	EV charging infrastructure. Safe access to Metro stations
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #158
Name	William Beloe
ZIP Code	22046

Comment Form Question	Comment Form Submission #158
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Biking in Falls Church
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<ul style="list-style-type: none"> • I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual. • The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals. • We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTAs analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets. • Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTAs itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.
<p>3. NVTAs has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	

Comment Form Question	Comment Form Submission #158
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<ul style="list-style-type: none"> • Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following: <ul style="list-style-type: none"> o 57: Falls Church Multimodal o 105: East Falls Church Bikeshare o 116: Falls Church Enhanced Bus Service o 301: Transit Boulevard on Sycamore St o 302: Falls Church Metro Station Access o 303: Falls Church Regional Bicycle Connections o 323: CoFC Greenway and Parkway Network o 324: Bicycle Facility Route 7 o 326: Fall Church Park Once and Walk o 327: Falls Church Safe Routes to School o 328: Falls Church TDM • Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation. • Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include: <ul style="list-style-type: none"> • o 18 Seven Corners Ring Road Improvements o 21 Bike Lanes on Route 7: Alexandria to Seven Corners

Comment Form Question	Comment Form Submission #158
	<ul style="list-style-type: none"> o 31 Route 7 Transit: Tysons to Mark Center o 62 East Falls Church Metrorail Station Second Entrance o 67 Route 29 Trail o 70 East Falls Church Metrorail Station Multimodal Improvements o 71 Route 29 Bus Improvements o 114 Metrorail Pocket Track Improvements o 118 East Falls Church Bikeshare Connections o 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street • I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #158
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #159
Name	Yvette White
ZIP Code	22003
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Fairfax Alliance for Better Bicycling
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>- Given the core values of "equitable, sustainable and safely", the plan still centers driving as the primary transportation mode. Driving is not equitable, sustainable or safe.</p> <p>- Impacts to land use should be incorporated into the goals (or used when making decisions about which project to support). Roads have a very large footprint and prevent the land from being utilized for other uses (trails, sidewalks, housing, recreation, maintaining natural areas).</p> <p>- [Page 4] - Reducing driving congestion by adding more lane miles should not be considered as addressing the sustainability criterion. This will result in induced demand; idling may be reduced due to reduced congestion in the short-term, but reduced driving encourages more driving in the long-term.</p> <p>- [Page 16] - The "Build" plan does not focus aggressively on reducing car trips (i.e., decreasing VMT). This seems like a failure given the equity, sustainability and safety values.</p> <p>- [Page 17] - The focus on electrification of cars to meet GHC goals is somewhat flawed if that focus is for single occupant driving. Electric cars are still cars: they take up as much space as gas powered cars; they are expensive; and they still pose safety hazards to pedestrians and other drivers. Instead of maintaining a car-centered transportation model, focus on transportation that can scale the number of passengers.</p>

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	<p>- [Page 18] - Based on the Plan's analysis, the Highway projects deliver the most congestion relief when evaluating Build vs Highway vs Transit projects. This analysis seems flawed given that the region's driving network is very well established and most people who can afford it have invested in cars because of that driving network.</p> <p>- [Page 23] - The Plan could add up to 1050 miles of road lanes which is not sustainable and utilizes the existing land poorly.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Mobility, accessibility and resiliency are appropriate goals, however the TransAction Plan fails to achieve them.</p> <p>While there is mention of all types of modes to achieve mobility, the goal primarily supports driving mobility, not bike/ped and transit. For example, the Plan's analysis and models indicate that the highway projects are effective and, thus, leave the reader with the impression that those projects should be supported. If the analysis was done only using the projects in the TransAction project list (which is dominated by road projects supporting driving) then the analysis is flawed. The existing road network is very comprehensive and undermines other modes of transportation. As a result, additional car based mobility (with an emphasis on electrification) is used to solve current and predicted congestion without considering that other modes need a</p>

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	<p>comprehensive network in order to be effective.</p> <p>Accessibility exists for driving. As mentioned, the region has a well-connected and flourishing collection of driving routes. Accessibility is severely lacking when evaluating bike/ped/non-motorized and transit. Thus, the Plan does not come close to achieving this goal unless we are only evaluating accessibility via driving which is anti-equitable and anti-sustainable.</p> <p>Resiliency is not achieved at all. Focusing on driving solutions, even if electric based, is anti-sustainable. To reach this goal, the Plan should encourage and fund projects that drastically reduce VMT and result in mode shifts away from solo-driving.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The majority of projects in the Plan's project list are roadway projects. Focusing on driving is not equitable, safe or sustainable. The core values are admirable and just, but values are at odds with the direction of Plan which presents mostly road projects and provides an analysis that supports highway building.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>The current plan focuses on highway building for driving which is not equitable, safe, or sustainable. Out of the 105 projects in Fairfax County, 76 are roadway projects. Twenty-nine of these are road widenings and only 5 projects are bike/ped (with another 5 projects having bike/ped elements).</p> <p>Having a project list dominated by road projects, it is clear that the eventual funding will prioritize driving over all other modes of transportation. As mentioned earlier in my comments, driving (even when electrified) is at odds with the Plan's core values of safety, equity, and sustainability. The funding and implementation of large road widening projects for prioritizing driving is detrimental to the health, vibrancy and sustainability of this region. Projects that advance sustainable modes of transportation should be</p>

Comment Form Question	Comment Form Submission #159
	<p>prioritized to help decrease the region's VMT.</p> <p>Some feedback:</p> <ul style="list-style-type: none"> - Project 76 - Little River Turnpike Widening: City of Fairfax to I-395. Widening this corridor for driving should be abandoned. Little River Turnpike is considered a high crash corridor, particularly in Annandale where bus ridership is high and hosts an underrepresented population. Widening the road for driving undermines pedestrian mobility. This corridor should have BRT/HCT, bike and ped without increasing capacity for driving and focus on place making. - Project 445 Route 309/Glebe Road: McLean to Ballston Bike Connections. Route 309 would require extensive widening to add low-stress bicycling infrastructure between McLean and Kirby Road. A better connection that could link in part of Tysons and could be added using existing wide streets in all but a few spots would be to install protected bike lanes along Great Falls Street (Route 694) between Route 123 Dolley Madison Boulevard and the W&OD Trail, which connects to the Custis Trail just past the East Fall Church Metro Station. This project should be a high-priority. - General: Descriptions of proposed bicycle improvements as part of larger multimodal improvements at Metrorail stations should be as detailed as those given for Project 12 Herndon Metrorail Multimodal Improvements. - General: All proposed multimodal improvements for transit hubs should include secure bicycle parking (Project IDs: 12, 66, 70, 87, and 195). - Support projects that are sustainable and can scale it's user base without using more land. For example: <ul style="list-style-type: none"> Project 8 - Tysons Circulator (\$141.8M) Project 21 - Bike Lanes on Route 7: Alexandria to Seven Corners (\$1.9M) Project 36 - American Legion Bridge High Capacity

Comment Form Question	Comment Form Submission #159
	Project 37 - Merrifield-Tysons High Capacity Transit Project 43 - Route 236 Enhanced Bus Service in Fairfax County (91.8) Project 44 - Route 50 BRT (11.7) Project 46 - Route 29 and Route 50 Enhanced Bus Project 47 - Route 28 Trail Project 56 - Fairfax County Parkway Priority Express Bus Service (4.0) Project 59 - Vienna Metrorail Station Feeder Bus Service Expansion (4.5) Project 67 - Route 29 Trail (5.2) Project 100 - Route 123 Enhanced Bus Service (38.4) Project 107 - Expansion of Metrobus and Fairfax Connector Bus Services (23.5) Project 438 - Route 29: W&OD Trail to Haymarket via Centerville Project 439 - Reston Parkway Side Path
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	(No comments)
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	(No comments)
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>From my perspective, the group that runs the NVTA Authority has good outreach, is well-executed, is organized and is transparent. Thank you!</p>
<p>9. Please let us know how NVTA could make the review and public participation process easier for you.</p>	(No comments)
<p>10. If you have any other comments, please share your feedback below.</p>	<p>When selecting transportation projects, I would like NVTA Authority to think more holistically about</p>

Comment Form Question	Comment Form Submission #159
	<p>the impacts of each project. Currently, the focus is on moving more people in the very short-term which will always favor driving given our region's decades-long investment in driving.</p> <p>When selecting projects, questions such as the following should be considered:</p> <ul style="list-style-type: none"> - Will this project increase noise pollution? - Will this project increase air pollution? - What will be the stormwater impact to the surrounding area? - How much impervious surface is being added? - Does this project increase the heat island effect? - Does this project help with place making? Is the area going to be a dead-zone? (Can people gather? Is it aesthetically pleasant? Can it be lively/fun/bustling with people?) - Does this project make pedestrian navigation more onerous (longer to cross the road; barrier to crossing; hotter because of lack of shade, etc) - Is this project less safe for pedestrians? - Is this project a form of "active" travel and/or can help improve the health of the user? - Can this project support a scaling of transportation users without sacrificing more land? <p>The NVT Authority has a lot of influence over addressing shortcomings in equity and sustainability. However, the selection of projects in the past (particularly when evaluating in Fairfax County, Prince William and Loudoun) favor road projects that move cars. I've had a transportation professional tell me that pure bike/ped projects are not submitted because these projects will not move as many people (as a road project) and, thus, will not get funded. Instead, bike/ped projects may get bundled in with a road widening because then it is considered multi-modal and is a better candidate for funding. Bike/ped projects that can build a network and make solid transportation connections should be viable outside of a road widening. BRT/HCT projects should be prioritized.</p>
Date	9/18/2022 4:12 PM

Comment Form Question		Comment Form Submission #160	
Name		Lily Reider	
ZIP Code		20191	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		Faith Alliance for Climate Solutions	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		<p>What about helping local NoVA cities and areas transitioning the infrastructure to support Electric Vehicle chargers? The TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan's proposed funding levels are inadequate.</p> <p>Climate change can't be ignored, so where's the plan for reducing greenhouse gas emissions from transportation?</p> <p>How about fixing existing roads and bridges before widening roads and building new ones? Infrastructure isn't sexy, but fixing it is essential especially if there are accidents due to aging roads and bridges. Not fixing old, existing roads and bridges is just waiting for an accident to happen.</p>	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Disagree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		Accessibility by whom? I feel like only vehicle drivers were considered. Why aren't cyclists, pedestrians, and people taking public transit	

Comment Form Question	Comment Form Submission #160
	<p>being considered? Expand funding of WMATA. We're just making more gridlock when we ignore public transit, bike and walking paths. Make funding available to create more walkable & bike-able pathways to connect people to their communities safely.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030 (see https://www.mwcog.org/environment/planning-areas/climate-and-energy/). Likewise, other jurisdictions in NVTa's planning area also have forward-looking plans to lower GHG emissions, including from transportation (e.g., Fairfax County [https://www.fairfaxcounty.gov/environment-energy-coordination/climate-planning-action] and Arlington County [https://www.arlingtonva.us/Government/Programs/Sustainability-and-Environment/Energy/County-Operations]). NVTa should ensure that the projects listed in the TransAction plan are consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.</p> <p>A "business as usual" approach to funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of "induced demand," wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter. The NVTa cites its three core values as safety, equity, and</p>

Comment Form Question	Comment Form Submission #160
	sustainability – and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 5:04 PM

Comment Form Question	Comment Form Submission #161
Name	Jim Gearing

Comment Form Question	Comment Form Submission #161
ZIP Code	22307
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Internet
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I live in Fairfax County, Virginia. The proposed plan is way too expensive and contains way too much road building and widening. It is no longer the 1950s or 1960s: we cannot build our way out of congestion. It will only increase traffic and air pollution. Any relief on travel times would not last more than a few years. It is no longer worth it.</p> <p>The outer beltway is especially irresponsible.</p> <p>Focus on public transit.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Extending the toll lanes on I-495 from Springfield to Oxon Hill is particularly irresponsible and environmentally damaging.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia	The first two scenarios argue for less road building. I also think they are realistic for projecting to the future. If congestion continues

Comment Form Question	Comment Form Submission #161
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>to get worse as local population increases, one way to relieve it is for there to be more remote work. This should be emphasized, not more road building and widening.</p> <p>The incentives and pricing policies implemented so far favor the rich. I am opposed to them.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 5:53 PM

Comment Form Question	Comment Form Submission #162
Name	Scott Peterson
ZIP Code	22181
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	News articles, op-eds
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The Metropolitan Washington Council of Governments and its Transportation Planning Board have adopted the goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030. NVTa should ensure that the projects listed in the TransAction plan are consistent with these environmental and climate goals, and that they will reduce GHG emissions rather than increasing them. Unfortunately, many of the projects listed in the plan would make the situation worse, not better.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of	Disagree

Comment Form Question	Comment Form Submission #162
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>It doesn't. The "business as usual" approach embodied in TransAction fails to meet the moment; funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of "induced demand," wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. A key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air pollution suffered by those who live near major highways.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Pricing strategies, paired with better land use and housing near transit, electric vehicles, and supportive transit, local street network, and bike/pedestrian investments, would be more effective and could be implemented more feasibly and quickly than a giant laundry list.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia</p>	<p>I will address technology. The widespread transition to electric vehicles (EVs) is likely, considering how manufacturers are moving</p>

Comment Form Question	Comment Form Submission #162
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>vehicle production to EVs. GM, for example, has declared it will exclusively offer electric cars and trucks by 2035. But a key facilitator of that transition is to provide adequate charging infrastructure. However, the TransAction plan includes only modest sums for charging infrastructure (\$21 million for transit bus charging, and \$12 million each for car and truck charging, for a total of \$45 million – less than one-sixteenth of one percent of the total program costs listed). These goals need to be dramatically increased, so that jurisdictions are not foreclosed from major improvements in charging infrastructure by the fact that the TransAction plan's proposed funding levels are inadequate.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>The majority of projects (253 of 429) focus on roads, interchanges and intersections, with many projects to widen roads (totaling more than 1,000 miles of wider roads). By encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air pollution in general. (It should be noted that transit projects, while fewer in number, constitute the majority of the cost of the plan – \$46 billion of the more than \$75 billion cost of the projects in the draft plan. However, to date, the bulk of the money actually expended on transportation projects has focused on widening roads and otherwise accommodating automobiles.) This is out-of-sync with the M-COG's Transportation Planning Board's goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	<p>As was said by one op-ed writer: "Despite its stated core value of "sustainability" and the proposed expenditure of \$76 billion, TransAction will not lower greenhouse gas emissions. The plan does not even acknowledge the need to slash climate pollution by 2030."</p> <p>What are you folks thinking?</p>

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Comment Form Question	Comment Form Submission #163
Name	Jacob Cristofano
ZIP Code	20187
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	An online transportation group.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	No comment.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	No comment.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	No comment.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	-23: The roadway constructed as part of the Outer Potomac River Crossing should be a freeway, and should connect the I-270/MD-200 freeways to the VA-7/VA-28 freeways, to create a connected freeway system in the northwest suburbs of the DC area. -78: To create a consistent network of HOT lanes, the managed lanes on I-495 between I-395 and

Comment Form Question	Comment Form Submission #163
	<p>Indian Head Highway should be two HOT lanes in each direction, maintaining four general purpose lanes in each direction as well.</p> <p>-83: This project should <i>*not*</i> include or require demolishing any existing grade-separated intersections, and replacing them with at-grade intersections. Doing so would be significantly detrimental to the surrounding area.</p> <p>-91: Like the Outer Potomac River Crossing, it would be prudent to design the road the East Potomac River Crossing would carry to freeway standards.</p> <p>-111: This project should not be implemented in such a way to make it more difficult for SOV trips to occur.</p> <p>-112: This project should not be implemented in such a way to make it more difficult for SOV trips to occur.</p> <p>-209: This project should not involve downgrading the existing interchange to an at-grade intersection.</p> <p>-227: The 234 Bypass north of I-66 should be built to freeway standards.</p> <p>-249: Widening any portion of I-66 west of Haymarket to eight lanes seems somewhat excessive and unnecessary, given current and projected traffic volume. Widening I-66 to six lanes west of Haymarket would make more sense.</p> <p>-284: This intersection should be a full grade-separated interchange allowing VA-234 to flow freely.</p> <p>-314: This project should eliminate all at-grade intersections between the project termini. Additionally, the interchange between US-50 and the Loudoun County Parkway should be designed to allow free flow on both roads.</p>

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	<p>-340: This project should not be implemented in such a way to make it more difficult for SOV trips to occur.</p> <p>-344: This project seems unnecessary, as reversible carriageways tend to actually worsen traffic.</p> <p>-433: It would be more prudent to implement this project as a full upgrade to freeway, as opposed to the currently proposed "hybrid arterial".</p> <p>-465: The new US-50 collector road should be built to freeway standards. This, combined with the construction of multiple interchanges between Northstar Boulevard and Tall Cedars Parkway, would create a single freeway connecting Northstar Boulevard and VA-28.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>-I do not believe that covid-19 is having a lasting impact on travel, as I have noticed congestion and traffic volume in the region has returned to pre-pandemic levels, if not actually worse.</p> <p>-Any kind of incentives/pricing should only include positive reinforcement by lowering costs for existing forms of transportation. Attempting to increase costs to force commuters out of one form of transportation onto another should not be considered.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>-Right now, the tolls on VA-267 (both the Dulles Greenway and Dulles Toll Road) are continually increasing and are becoming progressively harder for Northern Virginians to afford. One project that would significantly increase equity in Northern Virginia's roadway system is permanently removing tolls on VA-267 in its entirety (including both the Dulles Greenway and Dulles Toll Road). This would allow motorists of all income levels to use the critical freeway to quickly get from one destination to another.</p> <p>-There are multiple significant corridors in the</p>

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	Northern Virginia region that need to be upgraded/converted to freeway, but such projects are not included on this list. Examples of such corridors that should be upgraded to freeway include but are not limited to: -US-29 between US-17 near Warrenton and I-66 near Gainesville -VA-234 between I-95 near Dumfries and I-66 northwest of Manassas -VA-28 between Bull Run and I-66 near Centreville -US-50 between VA-28 near Chantilly and I-66 near Fair Oaks
8. Please share any comments you have on the TransAction planning process and/or public participation.	It would be beneficial if commenters could leave feedback about the prioritization of projects funded by the NVTa.
9. Please let us know how NVTa could make the review and public participation process easier for you.	No comment.
10. If you have any other comments, please share your feedback below.	No comment.
Date	9/18/2022 6:03 PM

Comment Form Question	Comment Form Submission #164
Name	Andrea Caumont
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Falls Church City staff
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTa's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction</p>

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	<p>targets. Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following: 57: Falls Church Multimodal 105: East Falls Church Bikeshare 116: Falls Church Enhanced Bus Service 301: Transit Boulevard on Sycamore St 302: Falls Church Metro Station Access</p>

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	<p>303: Falls Church Regional Bicycle Connections 323: CoFC Greenway and Parkway Network 324: Bicycle Facility Route 7 326: Fall Church Park Once and Walk 327: Falls Church Safe Routes to School 328: Falls Church TDM</p> <p>Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones.</p> <p>Some examples include:</p> <p>18 Seven Corners Ring Road Improvements 21 Bike Lanes on Route 7: Alexandria to Seven Corners 31 Route 7 Transit: Tysons to Mark Center 62 East Falls Church Metrorail Station Second Entrance 67 Route 29 Trail 70 East Falls Church Metrorail Station Multimodal Improvements 71 Route 29 Bus Improvements 114 Metrorail Pocket Track Improvements 118 East Falls Church Bikeshare Connections 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street</p> <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently</p>

Comment Form Question	Comment Form Submission #164
	prioritized will exacerbate traffic, parking challenges, and the climate crisis.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 6:26 PM

Comment Form Question	Comment Form Submission #165
Name	Jeremy Schneider
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	email from a civic organization
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>- I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>- The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root</p>

Comment Form Question	Comment Form Submission #165
	<p>of our transportation problems, and largely ignores urgent climate goals.</p> <p>- We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTAs analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>- Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTAs itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p>
<p>3. NVTAs has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTAs has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project</p>	<p>- Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly</p>

Comment Form Question	Comment Form Submission #165
ID number from the project list with your comments.	<p>communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following:</p> <ul style="list-style-type: none"> - 57: Falls Church Multimodal - 105: East Falls Church Bikeshare - 116: Falls Church Enhanced Bus Service - 301: Transit Boulevard on Sycamore St - 302: Falls Church Metro Station Access - 303: Falls Church Regional Bicycle Connections - 323: CoFC Greenway and Parkway Network - 324: Bicycle Facility Route 7 - 326: Fall Church Park Once and Walk - 327: Falls Church Safe Routes to School - 328: Falls Church TDM <p>- Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>- Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the outer jurisdictions and sidewalks for the inner ones. Some examples include:</p> <ul style="list-style-type: none"> - 18 Seven Corners Ring Road Improvements - 21 Bike Lanes on Route 7: Alexandria to Seven Corners - 31 Route 7 Transit: Tysons to Mark Center - 62 East Falls Church Metrorail Station Second Entrance - 67 Route 29 Trail - 70 East Falls Church Metrorail Station Multimodal Improvements - 71 Route 29 Bus Improvements

Comment Form Question	Comment Form Submission #165
	<ul style="list-style-type: none"> - 114 Metrorail Pocket Track Improvements - 118 East Falls Church Bikeshare Connections - 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street <p>- I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>9/18/2022 6:26 PM</p>

Comment Form Question	Comment Form Submission #166
Name	Jeremy Schneider
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	email from civic organization
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTA's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTA itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use other modes, and live closer to jobs, services and transit.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p>	Disagree

Comment Form Question	Comment Form Submission #166
Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	<p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following:</p> <ul style="list-style-type: none"> 57: Falls Church Multimodal 105: East Falls Church Bikeshare 116: Falls Church Enhanced Bus Service 301: Transit Boulevard on Sycamore St 302: Falls Church Metro Station Access 303: Falls Church Regional Bicycle Connections 323: CoFC Greenway and Parkway Network 324: Bicycle Facility Route 7 326: Fall Church Park Once and Walk 327: Falls Church Safe Routes to School 328: Falls Church TDM <p>Of these, I believe the most important are 301, 303, and 327. Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, flat, generally 25mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should be encouraging</p>

Comment Form Question	Comment Form Submission #166
	<p>all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include:</p> <ul style="list-style-type: none"> 18 Seven Corners Ring Road Improvements 21 Bike Lanes on Route 7: Alexandria to Seven Corners 31 Route 7 Transit: Tysons to Mark Center 62 East Falls Church Metrorail Station Second Entrance 67 Route 29 Trail 70 East Falls Church Metrorail Station Multimodal Improvements 71 Route 29 Bus Improvements 114 Metrorail Pocket Track Improvements 118 East Falls Church Bikeshare Connections 208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	

Comment Form Question	Comment Form Submission #166
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	When I got the captcha wrong (was it a '9' or a 'g'??), it erased all the carefully typed input I had provided. How very disappointing that this web page treated me so poorly and was apparently not tested well. For shame, making it so hard for me to provide feedback!
Date	9/18/2022 6:34 PM

Comment Form Question	Comment Form Submission #167
Name	Kristin Rosenthal
ZIP Code	22309
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Through a climate action group
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	A "business as usual" approach to funding transportation projects is not an adequate response to the climate crisis. Transportation is the largest source of greenhouse gases in the region, and widening roads or building new ones does not actually reduce congestion. Through the well-documented phenomenon of "induced demand," wider roads attract more traffic until they become as congested as before, while generating larger amounts of greenhouse gases and unhealthy particulate matter. The NVTa cites its three core values as safety, equity, and sustainability – and one of its stated goals is to reduce air pollution. However, the core value of sustainability is not served by actions such as road widening that will increase greenhouse gases and air pollution in general. And a key aspect of environmental equity and justice is to reduce the air pollution affecting lower-income populations, such as those who live near major highways. The core value of equity is not served by widening roadways and increasing the air

Comment Form Question	Comment Form Submission #167
	<p>pollution suffered by those who live near major highways.</p> <p>Instead, we need to stop widening roads, increase the availability of lower cost public transportation, and encourage businesses to use as much "work from home" as possible. Regional planning that encourages less sprawl and more urban areas is vital.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>As noted, many of the listed roadway projects focus on just widening roads and building new ones. A much better approach, that gives the climate crisis the urgency it deserves, would be to adopt a “fix it first” approach, repairing existing roads and bridges before building new ones. A related concept is to consistently focus on creating “Complete Streets” that encourage walking, cycling, and public transit, not just automobile use (see https://smartgrowthamerica.org/what-are-complete-streets/).</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>By encouraging increased traffic, these projects will actually increase greenhouse gas emissions and air pollution in general. (It should be noted that transit projects, while fewer in number, constitute the majority of the cost of the plan – \$46 billion of the more than \$75 billion cost of the projects in the draft plan. However, to date, the bulk of the money actually expended on</p>

Comment Form Question	Comment Form Submission #167
	transportation projects has focused on widening roads and otherwise accommodating automobiles.)
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	I think any leverage that can be brought to bear to change our destructive ways is needed. People will continue to want convenience and speed, given the complexities of modern life, so making it easy to use public transportation is essential
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Increase the infrastructure for electric buses, cars and bikes. Use the Complete Streets model. Double up on benefits, by using solar canopies to shade parking lots and generate electricity, in smaller local grids.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 6:39 PM

Comment Form Question	Comment Form Submission #168
Name	Fred Hussain
ZIP Code	22026
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	NVTA website.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in	The TransAction Plan document highlights the key initiatives to help plan for future travel conditions by identifying employment centers

Comment Form Question	Comment Form Submission #168
<p>2045, as well as the plan's impact on the region and what it means for travelers.</p>	<p>within the Northern Virginia region that will need attention to seek transit and bike improvements for ensuring residents to reach their employment and access to retail and various amenities that will not need a car to get to their destination.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Agree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>The Regional Bus Rapid Transit System plan is a great foundation to identify the potential BRT corridors within the Northern Virginia region that will help extended future BRT service to the existing BRT service along with the current BRT projects that are now in the planning phase. I ask the NVTA collaborate with Fairfax, Loudoun and Prince William officials to explore corridors within their respective jurisdictions that warrants the need of daily BRT service.</p> <p>Among the future BRT projects under consideration, I have the utmost support for the NVTA to start planning the BRT extension from the future Fort Belvoir terminus BRT stop on U.S. Route 1 to Woodbridge. This project would be feasible to implement within the 20 year period and sooner than the Metrorail extension to Woodbridge given the complexity with the Blue/Silver Line Metrorail Core Relignment project.</p>
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Agree</p>

Comment Form Question	Comment Form Submission #168
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I support all of the transit projects that is under consideration for this TransAction plan.</p> <p>Two projects on the project list that would need to be designated as high priority is the Metrorail Blue/Silver Line Core Realignment (#34) and High Capacity Transit Extension to Potomac Mills/Triangle (#38). From my understanding, the Realignment project is a crucial project that will help spur the design and development of extending mass transit to eastern Prince William County. The recent study showed that either a Metrorail extension or the BRT extension from the future Fort Belvoir BRT terminus to Woodbridge. With this study as the vehicle to help make this mass transit extension a reality, I ask the NVTA coordinate with the Virginia DPRT to identify the preferred mass transit corridor that will maximize transit ridership along with the cost to build either the BRT or Metrorail line.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>I was surprised that the TransAction Plan did not include a future project to convert the I-95 Express Lanes from reversible lane operations to bi-directional operations between Springfield and the future Fredericksburg terminus. In my observation, this corridor has a lot of long-distance travelers who would have an option to take the express lanes to decrease travel times to</p>

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	<p>their point of destination in either direction. In addition, I foresee an opportunity for the regional commuter bus service to offer daily bus service along this corridor not only during the morning and afternoon rush hours but also the idea to offer daily bus service at the commuter spaces along the I-95 corridor. I believe this project justifies the cost to make the conversion to bi-directional operations given the demand among commuters, long-distance travelers and commercial vehicles who prefer shorter travel times. In regards of economic development, this project would help improve capacity to the potential landing spot of the Washington Commanders NFL football team at the current Horner Road commuter lot in Woodbridge. The additional capacity would give visitors an opportunity to reach the site faster during sporting events and become an attractive entertainment destination.</p> <p>While this would be considered a long-term improvement, I ask the NVTA request the local delegation of House of Delegates and Senate members of the General Assembly to file legislation to request VDOT to expedite a plan for a study of the conversion from reversible to bi-directional operations along the I-95 corridor. This future proposal was suggested in VDOT's I-95 Corridor Improvement Plan.</p> <p>If this study is enacted, I ask NVTA to request VDOT delay construction of the Opitz Blvd. express lane entrance/exit ramp until the study concludes that entrance is warranted for future conversion to bi-directional operations.</p>
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTA could make the review and public participation process easier for you.	Provide additional opportunities to hold public comment for future TransAction planning initiatives during NVTA meetings by having at least two public comment during scheduled NVTA meetings.
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 6:43 PM

Comment Form Question		Comment Form Submission #169	
Name		Doug Rosenthal	
ZIP Code		22309	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		From my wife	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		My biggest concern is climate change. I would like this to be the biggest priority of the plan.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Agree	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.			
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Disagree	
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.		The impact of climate change means we need more ev's thus more charging stations and other incentives for lowering carbon emissions.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.			
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected,		I like the second one.	

Comment Form Question	Comment Form Submission #169
<p>automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 6:54 PM

Comment Form Question	Comment Form Submission #170
Name	Keith Henning
ZIP Code	22003
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	I was sent a link to a press release about it, and I followed up by looking at the plan on the NVTa website.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	The TransAction Plan clearly shows where the priorities are, and why they will fall short of the current goals and why they do not align with the core values.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p>	Disagree

Comment Form Question	Comment Form Submission #170
<p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>All three goals can be achieved by increasing accessibility and reliability to public transportation. While these may be the stated goals the funding and project list shows that it is clearly not a priority, with only 22% of projects being transit projects.</p> <p>Roadway expansion will cause the TransAction plan to fail on all three fronts:</p> <p>Mobility: Congestion will not improve because widening roadways will only succeed in bring more cars on the road (Induced Demand)</p> <p>Accessibility: Commercial districts will become less accessible to anything other than cars, and will require additional parking lots which generate no new revenue.</p> <p>Resiliency: Roadways are expensive to maintain, are much more effected to weather related disruptions, increase pollution and greenhouse gas emissions. Additionally, because cars are inefficient movers of people, more cars on the road will spillover to side roads in addition to main roads, which will cause worse congestion all over.</p> <p>Public transit will succeed in a three goals:</p> <p>Mobility: Public transportation is the most efficient mover of people, and will reduce the number of drivers, both improving traffic congestion and providing additional modes by which to travel.</p> <p>Accessibility: Private vehicles are expensive to maintain, meaning jobs that can only be accessed by car are unavailable to low income residents. Studies have shown that access to public transportation is one of the strongest predictors of future financial success for an individual. Additionally, businesses near public transportation have access to more customers to help improve their potential market draw.</p>

Comment Form Question	Comment Form Submission #170
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Strongly Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	<p>The statement of these three core values is laughable given the focus on roadway expansion as opposed to the focus on public transportation and active transportation.</p> <p>Roadway Expansion is directly in conflict with all three core values:</p> <p>Safety: Expanding roadways leads to less space for bikers and pedestrians to commute, which can lead to more pedestrian and cyclist fatalities. Additionally, Driving is one of the most dangerous ways to travel, so by encouraging driving this is making our communities less safe. 58% of people would be interested in cycle commuting, but simply do not currently feel safe doing so.</p> <p>Equity: Cars are expensive to maintain, meaning that catering to drivers specifically marginalizes low income residents who do not have the money to drive. These residents are disproportionately immigrants, ethnic minorities, and women, all of whom are harmed by focusing on car infrastructure. This is also depriving them of job opportunities to improve their income as well as the prospects for their children.</p> <p>Sustainability: This is the most egregiously violated core value. TransAction even says that greenhouse gas emissions would actually increase if not for the adoption of EVs. This means that the TransAction is actually doing nothing at all to improve sustainability. Bike and pedestrian infrastructure, as well as improved public transportation will improve sustainability regardless of EV adoption. Additionally, the roadway runoff pollutes our waterways far more than better modes of transportation.</p>
5. If you have any feedback on specific Projects that you would like to share, please include the project	The following projects should be outright abandoned: #1,-3, 14, 26, 29, 52, 99, 130, 166, 172, 188, 213,

Comment Form Question	Comment Form Submission #170
<p>ID number from the project list with your comments.</p>	<p>219-220, 232, 314, 387</p> <p>All projects are in areas that would be better served by either removing traffic lanes and putting in bike lanes, creating of BRT lines, light rail, improved standard bus service, or a combination of the above. Additionally they are in high density areas that would benefit most from these other forms of transportation.</p> <p>The following projects should receive priority: 33, 35-38, 410, 423</p> <p>Particularly, projects 35-38 should be done by creating a single light rail that connects NoVa with both Montgomery and Prince George's County, which would both increase jobs available to northern Virginia residents, and increases in Marylander's spending money at Virginia Businesses. Additionally, this will help with congestion because it will allow residents to move within northern Virginia car free, which right now is extremely difficult to do. Simply put THESE FOUR PROJECTS SHOULD BE PRIORITIZED ABOVE ALL OTHERS.</p> <p>Additionally, ALL BIKE-PED Projects should be approved. They are relatively cheap and will allow for more residents to commute in an active manor that will improve community health (equity), improve air quality (sustainability) and are more efficient movers of people (mobility).</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p>	<p>Incentive pricing will help to achieve the goals and align with the core values.</p> <p>The uncertainty around the new normal and technology means that we cannot rely on those to help us reach our goals.</p>

Comment Form Question	Comment Form Submission #170
Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	<p>As is stated, the NVTa does not have the funding to complete all of the projects. However, it contains many truly great projects, all of which can be built if you simply prioritize public transportation as well as bike a pedestrian infrastructure.</p> <p>Additionally, while not listed, having a light rail system running the length of 29, 50, 7, 123, and Fairfax County Parkway would do wonders for improving mobility Northern Virginia.</p>
8. Please share any comments you have on the TransAction planning process and/or public participation.	<p>These videos explain why roadway expansion is a bad idea, particularly along roads that are not interstate highways: https://youtu.be/ORzNZUeUHAM</p> <p>This explains induced demand: https://youtu.be/bQld7iJJSyk</p> <p>This explains why Bike infrastructure is a good investment: https://youtu.be/E85HMNJix_o</p> <p>This explains the importance of public Transportation (with humor) https://youtu.be/1Z1KLpf_7tU</p>
9. Please let us know how NVTa could make the review and public participation process easier for you.	This process has actually been very convenient. Please just make it better publicized, and allow for comment more often than every 5 years.
10. If you have any other comments, please share your feedback below.	We need to start looking at our area as a city, not as suburbs. Fairfax county has a higher population density than Indianapolis, Oklamhoma City, Jacksonville , Nashville, Kansas City, Memphis, and New Orleans. We need to plan our area like a city, because even if it isn't given the technical designation, we are a city.
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Comment Form Question	Comment Form Submission #171
Name	Margaret Fisher
ZIP Code	20124
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Email

Comment Form Question	Comment Form Submission #171
<p>2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.</p>	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The idea that what we need is 1,000 more lane miles is disturbing. Just by itself, will this not wipe out all our region's tree planting initiative and add to green house gas emissions from more cars on the road and from the construction itself?</p> <p>Why are your budget proposals for transitioning to EV so tiny, both for buses and for charging private cars? That doesn't sound like it will be anywhere near enough.</p> <p>What can you do to encourage more and more telecommuting?</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia</p>	<p>I don't know about your specific ideas, but in general I think our only hope for the future of this planet would come from making users pay for the</p>

Comment Form Question	Comment Form Submission #171
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	externalized costs they are generating such as GHG emissions, pollution, etc.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #172
Name	Jackie Arevalo
ZIP Code	22192
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Old Bridge Observer newspaper My husband and I are filling this out together. This is the feedback for 2 individuals, one household.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Well done. Easy to understand and navigate the project list (except I just lost all my input on the comment page and have to reinput! Grr!)
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and</p>	Agree

Comment Form Question	Comment Form Submission #172
<p>destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 259 - Not necessary. Please do NOT do this!</p> <p>Project 320 - No more commuter lot space is necessary post Covid. Please instead use commuter parking space money for covering existing parking spaces with solar panels and install charging stations for electric vehicles that will park there. This will encourage people to use the lots again. This is being done all over the country and is a great idea for multiple reasons, covering parking lots with solar panels.</p> <p>Project 295 - as a general rule, we are usually in favor of incentives encouraging mass transit rather than widening of roads. Pre pandemic my husband was a slugger every day to DC and then walked to metro and took that to Silver Spring. Now he works remotely for the same Silver Spring Organization and drives alone off peak hours for shorter office days once or twice a month. Slugging opportunities have decreased since 2020.</p> <p>Project 383 - yes please. This intersection needs help.</p> <p>Project 244 - This is not necessary the entire length. However an additional right turn lane onto Old Bridge Road from Fairfax County line is</p>

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	<p>needed. And an additional lane on 95 for drivers wanting to enter 95 using the south bound ramp from Gordon Blvd. But once Gordon Blvd crosses over 95 coming from Fairfax County, additional lanes are not necessary.</p> <p>Project 440 - yes please. Also, plant some trees along that path on route 1. That route 1 corridor needs some trees and some beautification! And shaded paths are more enticing and pleasurable to use.</p> <p>Project 340 - yes please. Wasted ugly concrete space right now. Currently it is used for cricket games, which tells us people would appreciate this area being turned to recreational space, green space. That would be nice. That area needs some beautification too!</p> <p>Project 385 - not necessary, again, cover that lot with solar panels</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Agree with the post pandemic new normal. My husbands office in Silver Spring said they are going to continue remote work indefinitely d they moved to smaller office space permanently.</p> <p>Our next car will be electric. We support green. Initiatives.</p> <p>Yes please on number 3.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>The solar panels over the parking spaces in the commuter lots. This is being done all around the US and it is a very logical idea.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>Thank you for providing this. I wish you would have nagged me to fill this out as often as our 22 year old son. I only heard about it from the Old Bridge Observer. Nag people, get in our faces about participation. Give regular updates on the news. "So far polls show only 5% of citizens have filled out the feedback form. Get yours done</p>

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	today. You have until x date.” Repeat with updates.
9. Please let us know how NVTa could make the review and public participation process easier for you.	It takes a long time. I wish it could save progress for me to come back to. I don't know if that's why it disappeared on me or what. I got a phone call from my mom about a sick brother. My daughter called about a sick grandchild. I may have been silent too long and it timed out? Hit a wrong button? Wish it had saved it so I could retrieve it instead of having to re type it all. I will click the update newsletter link. Thank you for providing that.
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 7:35 PM

Comment Form Question	Comment Form Submission #173
Name	David Bloomgarden
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From Bike Falls Church.org
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I am a resident of the City of Falls Church and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change and provide real travel options, not business-as-usual. The list of projects exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need both electric vehicles AND to reduce the amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTa's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>Widened highways typically fill up with cars again in five to ten years because they attract more and longer car trips and fuel more sprawl – NVTa itself acknowledges this. Northern Virginia needs a plan to allow people to escape congestion by helping people take shorter driving trips, use</p>

Comment Form Question	Comment Form Submission #173
	other modes, and live closer to jobs, services and transit.
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Instead of more and more highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. The best of these are: 301: Transit Boulevard on Sycamore St; 303: Falls Church Regional Bicycle Connections; and 327: Falls Church Safe Routes to School</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p>	

Comment Form Question	Comment Form Submission #173
Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #174
Name	Pat Petro
ZIP Code	22205
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Coalition for Smarter Growth email.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>CSG and national studies have repeatedly shown that building more roads won't dig us out of traffic congestion. Instead, we need to create more walkable, bikeable, transit-oriented communities, so we can drive less, and reduce our outward sprawl which is paving over farms and forests. We also know that we need more housing that's affordable in locations close to jobs and transit in the middle and inner suburbs, so people don't have to drive longer and longer distances.</p> <p>We need a transportation plan that supports this more sustainable vision for future growth. That's why we are opposing the NVTa's proposed plan and urging a better approach.</p>
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of	Strongly Disagree

Comment Form Question	Comment Form Submission #174
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #174
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #175
Name	Martha Polkey
ZIP Code	20176
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	via email (signed up for alerts from NVTa).
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	NVTa's funding focus fails to prioritize climate change, smart growth, and Strong Towns principles for fiscally and environmentally responsible transportation/land use planning. The NVTAlliance, the road lobby whose developer funders prioritize funding new road projects in the exurbs, appears to have expanded its influence over NVTaAuthority projects and an approach that is unsuited to the times we live in. It was with dismay I read Ms. Blackmon's comments quoted in a Washington Business Journal article appearing to promote taxpayer-funded road expansion in those more rural areas to facilitate more "affordable" housing development--instead of setting fiscally responsible and environmentally responsible goals for focusing on new housing near transit. One would hope for hpe for more visionary leadership that does not sacrifice future generation's livability for private profit (and political expediency) in the short term.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	Strongly Disagree

Comment Form Question	Comment Form Submission #175
<p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>In a new era of facilitated remote work, "mobility" should be de-emphasized--except for transit.. Accessibility and resiliency are great concepts, but the proof is in the projects approved--and rejected. NVTAs funding of projects continues to support car-centric commuting.</p>
<p>4. NVTAs has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The presentation is entirely too "high concept" to ascertain whether the plan will achieve the goals set forth. Our backward national traffic engineering concepts have resulted in more traffic deaths--with great resistance to adopting new design principles. As traffic deaths add up, NoVA engineers are still rigidly adhering to design metrics that prioritize throughput over local access--designing roads for speed, regardless of the communities beyond the curbs. This is not a new concept--decades-old research has shown that these designs kill people and destroy communities and community wealth.</p> <p>Please pay attention to what's going on at the forefront of transportation innovation across the nation. Is it just all about spending that 1 cent of extra sales tax on projects that local politicians can tout as accomplishments at the next election?</p> <p>I do despair, and increasingly believe that this entity is not providing the fiscally conservative and visionary transportation planning that our citizens, and future generations, require.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>My comment has to do with a prior project NVTAs funded--widening Route 15 north of Leesburg for 3.6 miles. This project, along a National Scenic Byway, will not solve the congestion issues, but merely induce new traffic and move the bottleneck north (as the county's own study shows). Internal county documents show the expansion was the goal of a 2007 NVTAlliance submission outside of the public process, which</p>

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	staff directed the consultant to use as the starting point for the project. (I'm happy to provide documentation.) The project is within an geologically fragile karst region where new sinkholes and water contamination have occurred with every recent land disturbance. Geotechnical studies show that groundwater is close to the surface in multiple areas where excavation/grading will occur. We are carefully tracking the impacts that this NVTa-funded project will have on local water quality, native trout populations, etc.
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	Stop funding road projects in Loudoun/Prince William that facilitate longer commutes and more vehicle miles traveled. Period.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Top priority should be to facilitate remote work for outer areas (instead of new road projects)--limiting new funding to transit projects. Fund only projects that allow residents to have access to transit.
8. Please share any comments you have on the TransAction planning process and/or public participation.	Thanks for your outreach efforts. I was aware because I've signed up for your alerts, but didn't see anything in local media.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 8:23 PM

Comment Form Question	Comment Form Submission #176
Name	Cindy Speas
ZIP Code	22043

Comment Form Question	Comment Form Submission #176
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	From various advocacy groups, particularly Faith Alliance for Climate Solutions and Coalition for Smarter Growth.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I want to strongly urge the NVTa to think outside the box with this initiative and not mimic the 2017 plan. This is 2022, and we know that greenhouse gas emissions from transportation alone make up 45% of the total. We must go above and beyond the “normal” routine in looking at how to reduce miles traveled, reduce congestion, increase public transportation modes and improve broadband infrastructure to assist in telework. We must think SMART and we must think STRATEGICALLY if we are dedicated to reducing our area’s impacts on the climate crisis. And for every GHG we can eliminate with better, smarter planning, we will also reduce the other air pollutants that affect the health and well-being of our residents every single day, particularly those living near major roads and highways. It is also critical to note that many road and highway projects disproportionately affect lower income neighborhoods, and understanding those impacted vulnerable populations is an important aspect of environmental equity and justice.</p> <p>NVTa has just updated its Transportation Technology Strategic Plan, and the TransAction Plan should not stray from all strategies, and also should focus heavily on Strategy 8 — Advance Decarbonization of the Transportation System. That means seriously reducing the number of projects that widen roads and instead adding more transit projects and projects that fix what transportation infrastructure is broken. Another set of projects could include reducing the width of streets to retool the space for the Complete Street concept where walking, cycling, public transit and trees can share that same space with cars.</p> <p>If we are going to meet MWCog’s goal of a 50% reduction in greenhouse gas (GHG) emissions from 2005 levels by 2030, we must be more creative at every level, including this General Assembly required administrative model of how</p>

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	<p>to apportion transportation funding across our region. The ultimate goal is to get residents out of their cars by working at home or taking transit when they have to go to the office, walking with their kids to school, biking to the grocery store or taking the bus for as many errands as possible. And where that doesn't work for some residents, this program needs to aggressively add options to increase EV infrastructure to match the coming tsunami of EVs in this region.</p> <p>When we need innovation, we say let's "think outside the box." Critically, in this situation, we also need to "think outside the car." This draft, as written, is purely business as usual. And the house is on fire.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered</p>	

Comment Form Question	Comment Form Submission #176
<p>multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 8:36 PM

Comment Form Question	Comment Form Submission #177
Name	Martha Polkey
ZIP Code	20176
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	on NVTa email list
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>NVTa's funding focus fails to prioritize climate change, smart growth, and Strong Towns principles for fiscally and environmentally responsible transportation/land use planning.</p> <p>The NVTAlliance, the road lobby whose developer funders prioritize funding new road projects in the exurbs, appears to have expanded its influence over NVTAuthority projects and an approach that is unsuited to the times we live in.</p> <p>It was with dismay I read Ms. Blackmon's comments quoted in a Washington Business Journal article appearing to promote taxpayer-funded road expansion in those more rural areas to facilitate more "affordable" housing</p>

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	<p>development--instead of setting fiscally responsible and environmentally responsible goals for focusing on new housing near transit. One would hope for hpe for more visionary leadership that does not sacrifice future generation's livability for private profit (and political expediency) in the short term.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>In a new era of facilitated remote work, "mobility" should be de-emphasized--except for transit.. Accessibility and resiliency are great concepts, but the proof is in the projects approved--and rejected. NVTa's funding of projects continues to support car-centric commuting.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The presentation is entirely too "high concept" to ascertain whether the plan will achieve the goals set forth. Our backward national traffic engineering concepts have resulted in more traffic deaths--with great resistance to adopting new design principles. As traffic deaths add up, NoVA engineers are still rigidly adhering to design metrics that prioritize throughput over local access--designing roads for speed, regardless of the communities beyond the curbs.</p> <p>This results in highway and pedestrian deaths.</p> <p>This is not a new concept--decades-old research</p>

Comment Form Question	Comment Form Submission #177
	<p>has shown that these designs kill people and destroy communities and community wealth.</p> <p>Please pay attention to what's going on at the forefront of transportation innovation across the nation. Is it just all about spending that 1 cent of extra sales tax on projects that local politicians can tout as accomplishments at the next election?</p> <p>I do despair, and increasingly believe that this entity is not providing the fiscally conservative and visionary</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>My comment has to do with a prior project NVTa funded in 2018--widening Route 15 north of Leesburg for 3.6 miles. This project, along a National Scenic Byway, will not solve the congestion issues, but merely induce new traffic and move the bottleneck north (as the county's own study shows). Internal county documents show the expansion was the goal of a 2007 NVTAlliance submission outside of the public process, which staff directed the consultant to use as the starting point for the project. (I'm happy to provide documentation.) The project is within a geologically fragile karst region where new sinkholes and water contamination have occurred with every recent land disturbance. Geotechnical studies show that groundwater is close to the surface in multiple areas where excavation/grading will occur. We are carefully tracking the impacts that this NVTa-funded project will have on local water quality, native trout populations, etc. The County continues to minimize projected impacts and has delayed until recently engaging the U.S. Army Corps of Engineers on permitting requirements that should have been assessed before design began. This is a development-driven project, and its projected environmental impacts will reflect poorly on NVTa.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of</p>	<p>NVTa should be PROACTIVE in encouraging a new normal of remote work, as a fiscally responsible approach that is mandatory as we accelerate TPB climate goals set forth recently.</p>

Comment Form Question	Comment Form Submission #177
<p>the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	Stop funding road projects in Loudoun/Prince William that facilitate longer commutes and more vehicle miles traveled. Period.
8. Please share any comments you have on the TransAction planning process and/or public participation.	Your job is difficult--balancing public/jurisdictional input with wise transportation planning. Too often, political expediency trumps wise and fiscally prudent planning.
9. Please let us know how NVTa could make the review and public participation process easier for you.	Share all of the comments submitted, and allow a second round of input.
10. If you have any other comments, please share your feedback below.	Thank you all for your dedicated public service.
Date	9/18/2022 8:40 PM

Comment Form Question	Comment Form Submission #178
Name	Amanda H
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	online
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>The BRT plan should not include a dedicated bus lane through the city of Falls Church. To reduce travel lanes to one each way, in the narrow space through the city, is a horrible idea. It will cause back-ups, make turning left from rt7 impossible or great delay causing and will push traffic into residential street. To put a dedicated bus lane on areas of rt 7 where there are numerous lanes or room to expand is one thing, but doing it through the city is ridiculous. The residents of the city should not have their safety and ability to move around the city sacrificed so that those passing through by bus can save a few minutes. I have yet to see a study if broad street being reduced to one lane during busy transit times - as far as I</p>

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	<p>can tell you have not provided metrics on how this would impact traffic, travel times, and residential streets. It is not evident from past data that the benefit of a dedicated bus lane through the city (again saving a few minutes at best) would outweigh the great costs to those who live in the city and those who will pass through not in a bus (ie a car or on a bike). Also, ridership figures on buses from BRT plans seem grossly inflated, especially considering the pandemic reduction, extension of the metro line serving the same area and peoples aversion to mass transit as a risk factor. If the decision is made to implement dedicated bus lanes, those lanes should not exist within the city limits or in other areas where it would bring travel to a standstill and be of great detriment to those living in the area. The BRT plans must account for the different environments that RT 7 passes through.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Strongly Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	

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5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	Project 31 must not include a dedicated bus lane through falls church city. A bus lane in the area is a horrible idea for the reasons noted above.
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	All ridership and traffic impact studies must be redone list pandemic. Relying on data gathered pre-2029 is simply no good.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 8:50 PM

Comment Form Question	Comment Form Submission #179
Name	barbara lidell
ZIP Code	22025
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	on line information. And from neighbors in our Four Seasons Community in Dumfries
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.	

Comment Form Question	Comment Form Submission #179
<p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Project 273: Van Buren Road Widening</p> <p>The proposed Van Buren Road Extension (VBR), slightly more than 2 miles long through the woods, will cost \$72 million, or \$80 million or \$150 million or \$220 million. Which one is the true cost??? The county has given us homeowners and taxpayers all of those costs for the road at different places and different times between 2018 and 2022.</p> <p>At the latest NVTa request for funding the county asked for \$80,000,000. But at one of our community meetings, during the same time frame, when asked about a county document that shows the cost of \$220,000,000, we were told that it would be closer to \$150,000,000. Isn't this too expensive for 2 miles of road through the woods directly adjacent to I 95 and that would run next to the weigh station and truck rest stop by exit 152B?</p> <p>The proposed intersection of VBR and Rt 234/Dumfries Road would be less than ¼ mile from I 95 exits and less than a mile from Route 1 and 234/Dumfries Road intersection. Route 1 is already being realigned and widened by multiple lanes to alleviate traffic issues in the area. This</p>

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	<p>Route 1 widening would allow for additional traffic to access Rosie's Casino which is being built in Dumfries adjacent to Rt 234/Dumfries Road and I 95 at Exit 152A.</p> <p>The county stated that VBR would relieve traffic. Not true. Their study shows that in some cases traffic would increase. VBR would most directly affect three communities (Cardinal Grove on Cardinal Drive, Four Seasons on 234/Dumfries Road and Copper Mill Estates on a 1 block piece of VBR/234/Dumfries Road. Additionally, it will affect other communities on Cardinal Drive, Benita Fitzgerald, and the current two lane Van Buren Road, West of 234/Dumfries Road.</p> <p>I am a homeowner and taxpayer who will be directly affected by the road as I live in the 55+ community, Four Seasons at Historic Virginia, Prince William County. The proposed road would be built very close to my house. I would probably see and hear it as I already hear I 95 traffic and trucks changing gears at the truck rest stop and weigh station.</p> <p>A concern is that the county currently permits builders to destroy all the natural habitat which would be disastrous for us. The proposed VBR would be built through a fairly narrow wooded property, that has no buildings to tear down or move, only our beloved woods of 50-60 foot high, old growth trees, the natural noise barrier and air purifier. We would lose hundreds and hundreds of birds (woodpeckers, cardinals, jays, finches, bluebirds, turkeys, plus) raccoons, mice, 1 coyote, rats, hawks, black snakes and poisonous copperheads, foxes, deer, rabbits, a rare heron, osprey and a rare eagle to name some of the wildlife.</p> <p>A survey taken by the VBR Ad Hoc Committee in our community showed that the Four Seasons Community of 800 homes does not want VBR to be built and the property commercially developed. The results showed that residents are most concerned about safety, security and the environment. We have Powells and Dewey Creeks within our borders. The community is already dealing with traffic issues on Rt 234/Dumfries road. The county road study showed that VBR would create a negative effect</p>

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	<p>at Four Seasons Drive.</p> <p>VBR will go right through the middle of Cardinal Grove at Eagles Point, a young family community on Cardinal Drive. They already deal with traffic noise from the adjacent I 95. Auto and truck traffic would drive through their community and the intersection by the Fannie Fitzgerald Middle school, on the corner of Cardinal Drive and Benita Fitzgerald - a pass-through road to Dale Blvd. The residents of Copper Mill Estates will find it very difficult to enter/exit their community as will school buses. In fact trucks that currently provide services to the several hotels, restaurants and gas stations located on Old Stag Road/Van Buren Road will no longer be able to make legal right turns. An additional road will have to be built off the proposed VBR extension to ensure that trucks can safely and legally make turns.</p> <p>Communities on Cardinal Drive are concerned about current traffic and believe that VBR will not only increase auto traffic but once VBR is built they will see semi and other commercial truck traffic. The county has told us that will happen. There will be no restrictions on truck traffic.</p> <p>Green space is so important. It keeps land and people healthy. Rather than using \$220,000,000 or even the lower \$150,000,000 to build a 2 mile road (\$110,000,000 or \$75,000,000 per mile) the county would be better to purchase the space and give our county the much needed green space among the I 95, 234/Dumfries Road, Route 1 high traffic roads.</p> <p>As disclosure I should tell you that my husband and I started the Van Buren Road Interest Group (VBRIG) in 2018 and had the group approved by our HOA. The VBRIG has been active expressing our concerns at the county, MVTA and Smart Scale levels. The group which quickly reached 200 participants continues to grow under a new leader.</p> <p>I have a concern with statements made on the zoom meeting with the public when funding was announced. I believe that approx. 83 negative responses were submitted to VBR funding while about 50+ were positive. A committee member asked where the negative responses came from. The presenter/responder said that most came</p>

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	<p>from people who usually protest spending money for any road. That was incorrect. I read all the responses on-line and I believe that only one came from an individual who is not directly affected by VBR.</p> <p>Members of three communities responded NO to VBR funding. I personally delivered about 50 of those responses to your office. They all said NO to VBR funding and they all referenced how it would negatively affect our communities. Our community has about 1400 residents, Copper Mill Estates has 50 houses.</p> <p>The positive (for VBR funding) 50+ responses probably came from residents of a neighboring community, Montclair with 10,000 residents. Many residents there believe that VBR extension will relieve speeding traffic on their through street, Waterway Drive. The county stated in a public zoom meeting in August 2021 that VBR would not affect Waterway Drive which is 2 ½ miles away.</p> <p>Thank you for giving me and others the opportunity to speak out on this transportation and funding issue.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

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9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 8:56 PM

Comment Form Question	Comment Form Submission #180
Name	John Clewett
ZIP Code	22043
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Via email.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I realize the TransAction Plan is like a giant smorgasbord of possible options, with no explicit prioritization. However, like an actual smorgasbord, the proportion of various options implies priorities. If a smorgasbord had five kinds of fried chicken, plus chicken-fried steak, fried pork chops, fried calamari, fried fish, French fries, deep-fried potato chips, and a bowl of Brussels sprouts, it would be implicitly setting priorities for the kind of meal that is possible.</p> <p>Likewise, reading down the list of proposed projects for Northern Virginia, instead of "fried," the most common word you see is "widen." Lots and lots and lots of road-widening projects. The implicit priority is quite clear.</p> <p>There are, to be sure, transit projects as well, but I also understand that historically, when projects do get prioritized, the playing field always tilts toward road widening projects. And while I applaud the inclusion of items 458, 459, and 460, for "Low or ZEV Charging/Fueling Infrastructure" for trucks, transit buses and cars, the projected expenditures are tiny – combined, they amount to less than one sixteenth of one percent of the total program costs listed in the Plan.</p> <p>This "business as usual" approach must change, right now. In the news today, Puerto Rico is once again completely blacked out, this time from Hurricane Fiona. In Pakistan, a third of the country is flooded. And in Virginia, the flooding prognosis for the Norfolk area is not good. The choices we make in Northern Virginia can make</p>

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	<p>such problems LESS likely, or MORE likely. I urge you to work toward making them LESS likely.</p> <p>One way to do that would be to dramatically increase the amount of projected funding for charging infrastructure, so that Northern Virginia jurisdictions are not foreclosed from making major improvements in charging infrastructure by the fact that the contemplated funding levels in the TransAction Plan are inadequate.</p> <p>Another way to make climate catastrophe less likely would be to take a more wholistic view of how to solve transportation issues. Instead of just widening roads (which because of the well-understood effect of “induced demand” is never a solution, and leads to renewed congestion plus increased air pollution), you should be focusing on the causes of congestion, which notably include:</p> <ul style="list-style-type: none"> (a) land-use planning that encourages suburban sprawl, and (b) a lack of alternatives to driving. <p>For (a), you should urge jurisdictions to increase housing density and promote other alternatives to increased suburban sprawl, either directly (by urging appropriate action by your member jurisdictions and by the General Assembly to take appropriate action) or indirectly (by not trying to facilitate ever-longer automobile commuting by paving the entire surface of our region).</p> <p>For (b), you should not only prioritize projects that support transit, biking, and walking, but also advocate for policies that reduce the need for transportation, such as the provision of universal high-speed broadband internet access. This would allow telecommuting (which even as the pandemic eases, continues be a very popular and desirable goal), remote learning, telemedicine, etc.</p> <p>It is only by thinking as broadly and creatively as possible that we can meet goals such as the Metropolitan Washington Council of Governments’ target of a 50% reduction in</p>

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	<p>greenhouse gas emissions from 2005 levels by 2030. Road-widening projects that make it HARDER to reach climate goals should certainly not be the main course featured in the NVTAs smorgasbord.</p> <p>We are in a hinge point in human history, where we will either rapidly transition to a clean-energy future, or let a rapidly changing climate cause catastrophic disruptions to our health, our safety, and the smooth functioning of human civilization. The decisions that are made in these days and months will tip the scales one way or the other, and you are one of the decision makers who will determine the path we must follow. I pray that you will choose wisely and well, for the sake of all of us, and so that our children have a livable future. Thank you.</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Disagree
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	

Comment Form Question	Comment Form Submission #180
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 8:58 PM

Comment Form Question	Comment Form Submission #181
Name	David Allen
ZIP Code	22031
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	County council member's Twitter account
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Many of the projects are very vague, but overall the document is good
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by</p>	Agree

Comment Form Question	Comment Form Submission #181
<p>increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Much of the document is devoted to increasing road capacity for cars. While this could yield short term benefits, only mass transit can provide long term improvements as increasing road capacity only encourages more people to drive longer distances.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>The plan document includes a significant amount of car infrastructure and does not include mention of any efforts to improve road safety by design. For example, adopting Dutch-style sustainable road safety practices could benefit safety, equity, and sustainability better than many of the projects (which has the by product of making driving more enjoyable as well).</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I am writing in support of some of the proposed projects and in opposition to others.</p> <p>I would first like to state my opposition to Project #216, which would widen Rt 29 from 4 lanes to 6 lanes between the Rt 29/50 circle to I-495.</p> <p>My main source of opposition is that this project seems counter to the long term goals for that corridor. In the past few decades, that corridor has seen significant development and is slowly establishing itself with a sense of place. If the road were to be widened, it would disrupt this progress and make the area less welcoming to businesses, residents, and pedestrians because the current road design encourages cars to drive as fast as possible past businesses while only offering pedestrians narrow and unprotected sidewalks. Widening the street would only make these problems worse.</p>

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	<p>In addition to making Rt 29 less inviting to people and businesses, it is difficult to understand the value of widening this corridor. In that area, Rt 29 runs roughly parallel to Rt 50 and I-66, which both already can ably handle the through traffic. In fact, the only location on Rt 29 that sees significant traffic buildup in that corridor is near the Mosaic District and is caused by the numerous traffic signals, not road capacity. Significant traffic buildup only occurs during rush hour and immediately clears once the distance between the traffic lights increases. Widening Rt 29 would only serve to exacerbate this traffic by making intersections more complex and requiring longer phases.</p> <p>Instead of widening Rt 29, I believe the proposed projects that would add rapid transit and improved bike/pedestrian infrastructure along this corridor would greatly serve the community. While some of these plans may require making the current lanes narrower or removing lanes from Rt 29, but those measures would serve to make the corridor more welcoming to people and businesses. Slower traffic and increased pedestrian infrastructure would encourage people to spend time at businesses. It would make Rt 29 less effective as a through road (which Rt 50 and I-66 already do), but make Rt 29 a much better street for the community and could create significant economic growth in the area.</p> <p>Specifically, I believe projects 45, 67, 438 would be very beneficial to the area. Project 46 would also be beneficial, but would be redundant if project 45 was selected.</p> <p>In particular, efforts to create protected bicycle lanes and rapid transit options with dedicated right of ways, e.g. bus rapid transit, along Rt 29 between the cities of Fairfax and Falls Church would greatly benefit the community. I would encourage that these projects also work to connect those transit options to the nearby Metro Stations (Vienna, Dunn Loring, and East Falls Church). I would also encourage the</p>

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	<p>frequency of the rapid transit options between the cities of Fairfax and Falls Church to be as rapid as possible, approximately every 10-15 minutes during the day, while maintaining service into the night.</p> <p>Finally, there are multiple projects to improve signalling and traffic management. I believe that coupling signalling improvements with multi-modal transit options would enhance the benefits of many of the projects. There are many intersections without sensors and those with sensors often do not detect bicycle or pedestrian road users, so the sensor improvements should also address the needs of those road users.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>I would encourage you to consider the benefit of no-fare rapid transit and not get caught in the thinking that mass transit must sustain itself. Mass transit provides a public good for everyone, not just those riding it.</p> <p>Automation and electric should be studied, but can be phased in over time.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>General improvements to road safety and ways to calm traffic passively. On most roads, traffic is the only reason people must obey the speed limit. Road design that forces cars to obey the speed limit are more effective than signs encouraging them to slow down.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	<p>I was unable to attend the only in-person meeting. More options to engage would have been beneficial</p>
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>9/18/2022 9:12 PM</p>

Comment Form Question		Comment Form Submission #182
Name		Walker Hardy Hardy
ZIP Code		22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		Local listserv
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		I believe the plan needs to be more clear about next steps. And where when local councils can approve and how we get more Information about why certain projects are planned. Many of these seem like good ideas but need to see The data to understand the why.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		Not enough information. Simply building and changes structures does not always impact behavior. And may actually simply diverts transportation problems to other streets or neighborhoods.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?		Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.		
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.		31 - i do not support the proposed bus lane through Falls Church on Rt7. This will cause increased traffic problems and additional issues for pedestrians. Limiting cars to one lane along this major road will increase congestion and simply force people into side streets causing additional problems.
6. Because there is uncertainty associated with predicting the future, TransAction considered		These scenarios while interesting need more data and time. Also more public opinion about

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<p>multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	specific projects.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	These projects need additional review. This survey is too complicated and vague and there is simply too many projects for the average citizen to understand or grasp. This makes this therefore not a fair assessment of what citizens truly think or understand about these projects.
9. Please let us know how NVTa could make the review and public participation process easier for you.	Need to limit it better to neighborhoods. Need to publicize it more. Need to force local councils to talk about it and need to be more clear about next steps for the projects. What does this document actually commit the many jurisdictions to do in coming years. What can still be changed.
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 9:18 PM

Comment Form Question	Comment Form Submission #183
Name	Morgan Butler
ZIP Code	22902
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Text of comment letter pasted into comment box #10.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Text of comment letter pasted into comment box #10.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.	

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<p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Text of comment letter pasted into comment box #10.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Text of comment letter pasted into comment box #10.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Text of comment letter pasted into comment box #10.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Text of comment letter pasted into comment box #10.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Text of comment letter pasted into comment box #10.</p>

Comment Form Question	Comment Form Submission #183
8. Please share any comments you have on the TransAction planning process and/or public participation.	Text of comment letter pasted into comment box #10.
9. Please let us know how NVTa could make the review and public participation process easier for you.	Text of comment letter pasted into comment box #10.
10. If you have any other comments, please share your feedback below.	<p>Dear Chair Randall and Members of the Northern Virginia Transportation Authority Board:</p> <p>The Southern Environmental Law Center (SELC) provides the following comments on the “Draft Summary” of the 2022 update of the Northern Virginia Transportation Authority (NVTa)’s TransAction plan and on the draft TransAction project list. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities. Thank you for the opportunity to provide comments on these two documents.</p> <p>Given that transportation projects must be included in the NVTa’s TransAction plan in order to be eligible for funding in the NVTa’s Six Year Program, the updating of the TransAction plan provides an important opportunity to help steer regional funding decisions towards improvements that truly reflect the NVTa’s three “Core Values” of Equity, Sustainability, and Safety. The updating of TransAction also offers a much-needed chance to put forward a new regional transportation blueprint that can help push the region toward the projects and the transportation and land use policies that are needed to make a major reduction in greenhouse gas emissions from the transportation sector—the largest source of emissions in many, if not all, of the NVTa’s localities. Although the text of the Draft Summary document references some of the opportunities and policy tools that could help the region make the major shifts that are needed, the project list, itself, is of little help in setting that course.</p> <p>More specifically, we appreciate the Draft Summary highlighting the benefits of a regional</p>

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	<p>bus rapid transit system. As the document points out, extending fast, frequent, and reliable transit service further throughout the region, and to the outer suburbs in particular, would provide tremendous environmental, equity, and economic benefits. Further, the document correctly recognizes the potential for technological improvements and innovative pricing incentives to help significantly improve the efficiency of our existing transportation infrastructure, cutting down on the peak-period highway congestion that is too often used as a justification to build more wasteful and pollution-intensive projects. These technology and policy tools include several near-term changes that are already well underway, such as improvements to Intelligent Transportation Systems, and which will only gain momentum with thoughtful regional leadership helping to advance them. In addition, the Draft Summary acknowledges that policy strategies designed to cut down on single-occupancy vehicle trips can result in significant decreases in vehicle miles traveled, hours of delay, congestion, and harmful climate emissions. In short, the draft document gives a promising nod to many of the strategies that are key to an equitable, sustainable, and safe regional transportation system.</p> <p>The project list, however, then drops the ball. There is no apparent attempt to prioritize among the more than 400 projects included in the document, and it is unclear what standards guided the decision-making around which candidate project submissions to include in the project list. The result is a dense, 50-page list of proposals totaling an unrealistic \$75 billion in cost, with no indication of individual project priority to help the region's leaders and their constituents chart a better course forward for the region's transportation system. In fact, the project list is so exhaustive that some of the projects, if built, would likely eliminate or at least significantly reduce the need for other projects included on the list. (For example, Project 354, "Route 28-Centreville Road Corridor Improvements," seems likely to address at least</p>

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part of the same problems that Project 376, Widening Route 28 between Manassas and Fairfax County, is intended to tackle.) In short, including such a broad array of projects in the draft project list is not only unhelpful to the region's leaders and residents in deciding which projects to advance, it could also generate duplication and waste in the projects they do decide to pursue.

Further, a number of the proposals included on the draft project list are short-sighted and unnecessary highway projects that would lock in more driving and related emissions, when the technological improvements and the pricing incentive strategies to which the Draft Summary refers, combined with targeted improvements of existing roads, would address the underlying transportation needs far more effectively, equitably, and economically. Below we highlight some specific projects of particular concern.

VA 234 Bypass Extension North (Project ID 227)
This proposal for a major, new highway linking I-66 with US 50 and running alongside the western border of the Manassas Battlefield and through the rural lands to the north of the Battlefield would form a key segment of a destructive and expensive Outer Beltway. This project would damage important natural and historic resources while spurring traffic-intensive, sprawling development patterns that would undermine the region's efforts to better link transportation and land use and reduce climate emissions. It should be removed from TransAction.

US 15 Widening between Battlefield Parkway and Montresor Road (Project ID 191)

We have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening

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projects that simply shift the location of congestion while destroying the historic character of the corridor. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, and we urge you to remove the proposed widening from the TransAction project list.

Manassas National Battlefield Park Bypass (Project 254)

Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing Outer Beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the TransAction project list.

VA 28 Manassas Bypass (Project 350)

In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the TransAction project list.

Thank you again for the opportunity to provide comments on the draft TransAction 2022 Update materials. We appreciate your attention to improving the region's transportation network in

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	<p>an equitable, sustainable, and safe way, and we urge you to rework the draft TransAction project list so that it better reflects those goals.</p> <p>Sincerely,</p> <p>Morgan Butler Senior Attorney Southern Environmental Law Center 120 Garrett St., Suite 400 Charlottesville, VA 22902</p>
Date	9/18/2022 9:20 PM

Comment Form Question	Comment Form Submission #184
Name	John Arevalo
ZIP Code	22192
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	The "Old Bridge Observer" Newspaper had a piece highlighting the future transit projects. It was emphasized that the NVTa wanted comments from residents as well as providing instructions on how to provide such comments.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Great Document. Please consider reaching out to large entities or online creators with the intention of gaining more publicity and analysis. This is not to say NVTa is unqualified, but just to say that more public coverage from transit specialized people from all over the country and world could provide great input. Specifically creators who make videos about transit, big government projects, or other impactful economic events. I will provide a link to their YouTube channel as a way to get in contact with them. Specifically Johnny Harris is a Northern Virginia based YouTube Journalist with a large public audience.</p> <p> https://www.youtube.com/c/CityBeautiful https://www.youtube.com/c/CityNerd https://www.youtube.com/c/johnnyharris https://www.youtube.com/c/RMTransit https://www.youtube.com/c/NotJustBikes https://www.youtube.com/c/OhTheUrbanity https://www.youtube.com/c/AlanFisher1337 </p>
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of	Agree

Comment Form Question	Comment Form Submission #184
<p>life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>I have lived nearly my whole life within eastern Prince William County, with occasional travel into Fairfax County. Unfortunately it is not an environment that I would suggest for people to move to if they prefer using methods of travel that aren't cars.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>Organized by TransAction Project ID:</p> <p>218 - Only the extension from Route 1 to the neighborhood of Belmont Bay Drive seems truly necessary, we do not need more 6 lane roads.</p> <p>244 - Seems like a lot of money for a short sighted expansion, that will only temporarily somewhat help road congestion. The section of this project that would have the biggest impact would be the intersection of old bridge road and Gordon Blvd</p> <p>259 - Completely unnecessary and expensive.</p> <p>270 - Going from zero lanes to 6 lanes, seems like a massive overuse of land, please consider 2 or 4 lanes instead. That stretch of land where the road is planned is one of the larger spaces of undeveloped Nature in Eastern PWC and it would be tragic to just pave over with 6 lanes and a shoulder.</p>

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	<p>271-Same comment for the above project, massive overuse of road widening. In total, the two proposed roads of Telegraph and Summit School Road would add up to 12 lanes, something that is way too many considering it is two lanes right now. That is an increase in lanes of 600%, for a road demand that doesn't match. Secondly, the communities of Lake ridge and Woodbridge that are connected via these 2 roads do not seem to gain that much when compared to what roads are already in place.</p> <p>295 - I have strong support for this project.</p> <p>320 - I am opposed to this project. Too many underused parking lots exist already, while many commuter lots do exist. Especially after the surge in work from home, it seems unnecessary.</p> <p>340 - Support</p> <p>377 - Strong Support.</p> <p>383 - Support.</p> <p>440 - Strong Support. Multi-use paths are an exemplary way of decreasing road demand.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Post-Pandemic 'New Normal' : The following key assumptions should be encouraged reduction of work-related trips, reduction of shopping trips, increase in non-motorized trips. The Reduction in various trips, should be specifically for cars trips.</p> <p>Incentives/Pricing - Incentives to use certain travel forms should be prioritized rather than inducements to not do certain things. Price fees, punishments, or Pay-to-use like systems, seem like a way to punish road users (nearly everyone), despite that being the method of transportation that has been the most encouraged for a century. VMT pricing seems quite extreme considering driving has been pushed on the people as the primary means of transportation for over a century, not to mention that few alternatives exist.</p>

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7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	A change in zoning laws that allows more mixed use development, rather than having large residential areas distanced from large commercial areas. Looking at a satellite map of Northern Virginia, there are too many huge neighborhoods which only allow residents to reasonably walk to more houses.
8. Please share any comments you have on the TransAction planning process and/or public participation.	Put more public info booths in shopping centers and malls.
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #185
Name	Jessica Hegenbart
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Falls Church City newsletter.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Agree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	

Comment Form Question	Comment Form Submission #185
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Agree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I strongly encourage the following projects: -66 -356 -360: Especially around Oak Street Elementary School. My son was almost hit by a speeding car a block from the school. Unfortunately, most of the sidewalks in Falls Church City are only 3-4 feet wide with many power pole obstructions. The City won't widen them due to lack of funding and also because of residents who complain. However, the sidewalks are not for the people whose house they are in front of. Sidewalks are PUBLIC RESOURCES for ALL to use. And the City is far behind in upgrading our sidewalks. PLEASE look at the sidewalk network around Oak St ES. Much progress is needed!</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.</p>	<p>I like the 3rd scenario. My neighborhood (and much of NoVA it seems) is plagued with cut-through traffic speeding through residential streets trying to find a short-cut. It's dangerous and scary. We need to do more to protect residential streets. Lowering speeds to 20mph is one good idea. I also think people forgot how to drive and/or just became more impatient/angry drivers during COVID. More police enforcement and traffic cameras would help.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Were traffic cameras included? Ones that help enforce speeding?</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #185
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
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Comment Form Question	Comment Form Submission #186
Name	Barbara Bacon
ZIP Code	22307
1. How did you hear about TransAction, Northern Virginia's long-range transportation plan?	email
2. Please provide any comments you have about the TransAction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	Strongest concern is failure to reduce greenhouse gas emissions significantly as soon as possible. I consider even 2030 to be too late.
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	We need to be reducing mobility, driving fewer miles. But yes, increasing resiliency in the face of the crisis facing us.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	Safety yes, equity could always be increased, sustainability no.
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	

Comment Form Question	Comment Form Submission #186
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>Agree that the first two make sense. Does the third one mean tolls? Tolls are not equitable, in my opinion.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 10:07 PM

Comment Form Question	Comment Form Submission #187
Name	Dave Gustafson
ZIP Code	22046
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Falls Church City staff mentioned it in a Citizens' Advisory Committee on Transportation meeting.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>I ask you to please reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep residents safe from disastrous climate change and provide more travel options that will not encourage more single-occupancy car travel.</p> <p>The list of projects far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.</p> <p>We need electric vehicles and to reduce the</p>

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	<p>amount we have to drive, if we are to lower greenhouse gas emissions enough by 2030 and 2050. However, NVTA's analyses show that TranAction – if it could be built – would actually increase driving in the region, and keep us from meeting critical greenhouse gas reduction targets.</p> <p>We need to focus on building better transportation links and more density to combat the insatiable appetite for sprawl.</p> <p>Widened highways typically fill up with cars again in five to 10 years because they attract more and longer car trips and fuel more sprawl – something that NVTA itself acknowledges. Northern Virginia needs a plan to allow people to escape congestion by making other modes of transit as easy and convenient as possible, live closer to jobs, services and transit.</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	Neutral
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	The plan makes significant strides in mobility and accessibility, but not resiliency for the sprawl-related issues stated above.
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Strongly Disagree
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	The plan makes progress in safety and equity, but we need to focus on density — not sprawl — to effectively reverse the effects of climate change.
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	Instead of building more and larger highways, we need a network of walkable, bikeable, transit-friendly communities with affordable housing, similar to what some of our jurisdictions are

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	<p>seeking to do. The City of Falls Church has submitted several projects that achieve these goals and should be included in the final plan. I strongly support the following:</p> <p>57: Falls Church Multimodal 105: East Falls Church Bikeshare 116: Falls Church Enhanced Bus Service 301: Transit Boulevard on Sycamore St 302: Falls Church Metro Station Access 303: Falls Church Regional Bicycle Connections 323: City of Falls Church Greenway and Parkway Network 324: Bicycle Facility Route 7 326: Fall Church Park Once and Walk 327: Falls Church Safe Routes to School 328: Falls Church TDM</p> <p>Of these, I believe the most important are 327 (Safe Routes to School), 326: (Fall Church Park Once and Walk), 301 (Transit Boulevard on Sycamore St), 303 (Falls Church Regional Bicycle Connections). Falls Church provides important bicycle connectivity between Arlington and Fairfax, and should be a highly bikeable community in its own right (small, dense, mostly flat, generally 25 mph streets in a grid). Safer places to bike are the critical gap in shifting mode share from cars to active transportation.</p> <p>Other projects outside Falls Church that focus on bikes, pedestrians, and transit should also be prioritized, whether inside the beltway or at the end of the metro line. We should encourage all jurisdictions to make the change to multi-modal infrastructure and dense, car-light development, not building highways for the other jurisdictions and sidewalks for the inner ones. Some examples include:</p> <p>18 Seven Corners Ring Road Improvements 21 Bike Lanes on Route 7: Alexandria to Seven Corners 31 Route 7 Transit: Tysons to Mark Center 62 East Falls Church Metrorail Station Second Entrance 67 Route 29 Trail</p>

Comment Form Question	Comment Form Submission #187
	<p>70 East Falls Church Metrorail Station Multimodal Improvements</p> <p>71 Route 29 Bus Improvements</p> <p>114 Metrorail Pocket Track Improvements</p> <p>118 East Falls Church Bikeshare Connections</p> <p>208 Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street</p> <p>I urge you to reject the current plan and make major changes to prioritize a more sustainable, equitable future, through more walkable, bikeable, transit-oriented communities with affordable housing and stopping new sprawling auto-dependent development. There are many projects in the pipeline that will reduce carbon emission, reduce road injuries and deaths, and reduce VMT. I've listed many above. The highways, interchanges, and bridges currently prioritized will exacerbate traffic, parking challenges, and the climate crisis.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>The Post-Pandemic 'New Normal' underscored the fact that far too much of our public space is devoted to moving cars quickly and efficiently, and then storing them.</p> <p>We should continue to make investments in reimagining these public spaces into safe spaces for ALL users.</p>
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	<p>Providing subsidized electric mobility vehicles (e-bikes, scooters, etc.) for regional residents on a sliding scale of income would be a massive improvement to our air quality, promote links to transit, and remove single-occupancy vehicles from our existing roads.</p>
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	

Comment Form Question	Comment Form Submission #187
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 10:42 PM

Comment Form Question	Comment Form Submission #188
Name	Lev Boonin
ZIP Code	20003
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Disagree
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	The plan's inclusion of road widening does nothing to enhance regional mobility. Investments need to be made in public transit, Transit Oriented Development, and walkability, which will help get cars off the road and make the region easier to get around for all.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Disagree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	While equity is addressed, safety is not as well addressed as it needed and sustainability not nearly enough. Even electric cars are not sustainable long term unless they are one of many different equally viable modes of transportation.

Comment Form Question	Comment Form Submission #188
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread. Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	A greater emphasis on Bus Rapid Transit (true BRT, with dedicated lanes and high frequency) across the region, as well as building of LRT, Metro improvements, and better emphasis on road narrowing. Cars don't need more lanes. People, bikes, and transit do.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	Hold the meetings in a location which is more transit accessible.
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 10:43 PM

Comment Form Question	Comment Form Submission #189
Name	Bill Pugh
ZIP Code	22302
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	I am submitting two comment letters on behalf of organizations: 1) comments by the Coalition for Smarter Growth (https://drive.google.com/file/d/1t4pPFJvbTsz10-

Comment Form Question	Comment Form Submission #189
	<p>uY_QjnabK4AAfv-eQ0/view?usp=sharing)</p> <p>2) a joint letter by 12 regional organizations (https://drive.google.com/file/d/1jPYWw6OYQDzEEMoyRwkEBukX7SxS3zZz/view?usp=sharing)</p> <p>As this comment form provides no way to submit attachments, I have provided links and am also submitting these via email to NVTA Chair Randall and to theauthority@thenovaauthority.org.</p> <p>See also feedback below in survey form #9 regarding the public participation process.</p> <p>Thank you.</p> <p>Bill Pugh</p>
<p>3. NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian’s quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	
<p>4. NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia</p>	

Comment Form Question	Comment Form Submission #189
<p>could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	
<p>9. Please let us know how NVTa could make the review and public participation process easier for you.</p>	<p>NVTa staff kindly and thoroughly answered my technical questions. We also appreciate the two stakeholder briefings during the plan development process. However, for the public review period, it would be helpful to provide more technical background on the plan analyses and process than was included in the 24-page summary report. The summary report was a good, concise summary, but additional background documents or appendices are also needed for the public. Some of this information was already provided to Board members and committees but members of the public would not know where to look. A technical report with background on the modeling, performance measures, assumptions and elements of the No Build and Build, and scenarios would be helpful to the public, stakeholders, and to NVTa committees and board members who will be reviewing the plan. In addition, two performance measures - including Safety, a core value - have no data provided yet for public or board review, so a later public input period should be provided when all TransAction results are complete. Thank you.</p>
<p>10. If you have any other comments, please share your feedback below.</p>	
<p>Date</p>	<p>9/18/2022 11:01 PM</p>

Comment Form Question		Comment Form Submission #190	
Name		Teja Vayuvegula	
ZIP Code		20152	
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?		I am doing a transportation related research project for school	
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.		I think overall it is an okay plan, and a good step forward for transit in America, but it still falls into a few pitfalls. One is that car infrastructure is still the most funded, increasing this infrastructure will not decrease traffic and congestion for the outer suburbs, as the induced demand will only serve to increase VMT. I believe that the majority of the roadway funding should be directed towards the bus rapid transit system, to get more stops near the suburbs, and near workplaces and leisure. I also believe that a light rail transit system would be better than bus rapid transit, as it allows for more throughput, and as population in NoVa continues to increase, the lrt will be more easily scalable.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?		Neutral	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.		I think that the quality of life increase from the brt will be great, as long as it doesn't get watered down, as many brts do. Though, I still think that an lrt would be better, and both would be the best. Having more than double the miles dedicated to roadway compared to transit is better than before, but still terribly skewed towards car infrastructure. I do love that included in the roadway budget is money to reconfigure existing roads with multimodal elements such as pedestrian and bicycle improvements. Though I worry that bicycle safety will be difficult, painting	

Comment Form Question	Comment Form Submission #190
	<p>a red line on the side of the road, while cars are moving at 60mph, will do nothing to make bikers feel safer, which is the main reason people do not bike. That, and suburban sprawl, but that's an issue I need to annoy other people to fix.</p> <p>I think that it will make things more accessible, but unless things are upzoned near bus stops, there will be no reason to take the brt. Why take a bus to nowhere?</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Car transit is by far the least safe form of transit, so I do not believe that this achieves the safety goals. This is not just true for people in cars, it is especially true for anyone not in a car. The speeds which cars are encouraged to go means that it is much less likely for pedestrians to be safe. The only way to lower cars speed is to narrow roads, and encourage other forms of transportation. Poorer people also have to shoulder the burden of car travel, as it takes up a larger portion of their income. The brt does a little to alleviate these issues, but not nearly enough. I have seen people walking on the side of busy roads for miles without any pedestrian or biking infrastructure. A "share the road" sign and one line of paint is not infrastructure. You cannot expect people to use those while money is continuously being dumped into highways.</p> <p>The worst offender is the sustainability, with this plan VMT is predicted to increase. The only way to be more sustainable is to make sure that light-duty vehicles are discouraged as much as possible. The throughput of public transit is far more, as there is only an average of 1.2 people per car. This is not something which we can afford to laze around on, climate change is impacting us as I type, and the transportation sector is the largest offender. Do not let the automotive industry keep its stranglehold on urban design, they have destroyed the planet, and our children must pay the consequences.</p>

Comment Form Question	Comment Form Submission #190
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>I want all the transit solutions, brt, lrt, hrt, all of the above. Get rid of all the roadway widening developments, extending the road for more coverage and fixing existing infrastructure is fine though, and replace it with transit. Please add more bicycle and pedestrian infrastructure, I love project 11. Try and add more pedestrian infrastructure to areas which people like to visit, like Brambleton, Merrifield, etc. Mixed use and upzoned areas are great places to connect. I think project 13 is fantastic too, the silver line extension will be great, and making sure people who live in the outer suburbs can actually get there, without being reliant on cars, is important.</p> <p>Project 32 is important too, the City of Manassas is not really connected to anything, same with 33. Route 50 brt is very necessary as well. Project 100 is great, increasing the mobility of students is essential, I would like if this was true of all public universities in NoVa, not just GMU. Project 121 is unfortunate, that area is already so car dependent, please change this to transit, Loudoun County is honestly embarrassing.</p> <p>130, do not increase to 8 lanes! Price per mile, anything more than 6 lanes is guaranteed to be more efficient as rail. Though, it could be argued that as low as 4 lanes is worth switching to rail. 133 is fantastic, 15 minutes should be the new standard, many places in the EU have transit that comes within 5. 144-155, 159-167, and 170-189 just proves why Loudoun is a tragedy. This is by far the worst part of the suggestions, and as professionals, I'm sure you already know that. Anyway, I think you get the point by now.</p>
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and</p>	<p>No comments, I agree with much of the analysis. I think you understand what needs to happen, but do not have the funding or public support to do so.</p>

Comment Form Question	Comment Form Submission #190
programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents. Please share any comments you have on the scenarios.	
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	I want more public transportation options for the suburbs and for lower income communities. Loudoun county specifically is going to become like Texas, wasting all it's tax money on subsidizing car infrastructure.
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	Good first step, please do more. I know it's hard, but this is a vital time in American history, changes must be made.
Date	9/18/2022 11:44 PM

Comment Form Question	Comment Form Submission #191
Name	Faris Awan
ZIP Code	20148
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	News Aggregator
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia. Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system. Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities. Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?	Neutral

Comment Form Question	Comment Form Submission #191
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Wider highways are at best a temporary solution to the problem of traffic control, but at the end of the day more people will drive (especially if comparable transit services go slower). Plus, in twenty years when the roads need repaving, that's an extra cost burden per mile that has crippled lesser regions. A different route to research would be to implement a variable speed limit using electronic signs. With this solution, in times of heavy traffic, drivers do not have to maintain as high of a safe following distance for the jam to be considered "over," allowing traffic to move more during rush hours and increasing the average "speed floor" of a roadway.</p> <p>Any transit service built along the new corridors, whether it be bus or rail, must allow for three things: Level boarding, dedicated right-of-way, and stations that people would want to visit or commute from. Any less, and it can't be pitched as a system people want to use, but a system people who are desperate have to use. The GRTC Pulse system in Richmond is a decent model for a project in Virginia that works, but also has flaws related to not allowing for those three things. Level boarding is possible on the Pulse, even if it requires an inelegant shunting of the bus towards the platform. The other two concepts are where the system starts to fall apart, despite its success. Without a dedicated right-of-way at both the beginning and the end of the route, the bus gets stuck in the same traffic as the cars, creating potential gaps in service even in the middle section with its red lanes and bus-specific traffic lights. As an aside, allowing full control over the traffic lights will allow buses to be faster, but the current preemption system on the Pulse is acceptable as a bus is only waiting at a light for a full cycle rarely. The stations the Pulse visits are hit-or-miss as well. Most stations lead one to good locations instantly, such as Main St Station, Science Museum Station, and VCU/VUU station. Others, like East Riverfront and Willow Lawn, drop you off in less than ideal spots. Although it's possible to get to places from those stations (including two shopping centers from Willow Lawn), it's not an ideal nor a comfortable walk</p>

Comment Form Question	Comment Form Submission #191
	when the station could have simply been positioned one or two blocks further.
4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?	Neutral
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	<p>In a "New-Normal" scenario, a solution to get people off the road would be to work with city planners to add good biking infrastructure and incentivize using bikes with about a large suitcase's worth of storage. Last-mile package deliveries, food deliveries, and more are currently done with big vans or trucks that either get low mileage or are loud, or both. Since a significant portion of trips by car are less than three miles long, incentivizing delivery on bikes using paths that cars cannot get to (This part is important; a painted lane with cars on either side is neither safe nor inviting) would create a shift away from the traditional paradigm of having a giant van or two on the street every day.</p> <p>In a "Technology" scenario, the aforementioned electronic speed limit signs would come in handy. Allowing potential self-driving cars to follow the best speed limit for the current traffic condition would make for a much smoother traffic experience, without having to widen a highway. All that's left is to give electric cars a pantograph and chain them together, and we've reinvented trains.</p>
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	NVTa could host a YouTube channel where 10-15 minute updates and proposals are posted, for accessible viewing and commenting by Virginians.

Comment Form Question	Comment Form Submission #191
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 11:45 PM

Comment Form Question	Comment Form Submission #192
Name	Allen Muchnick
ZIP Code	20110
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Emails from NVTa.
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	<p>Written Comments on the Northern Virginia Transportation Authority's Draft TransAction Update, September 18, 2022 By Allen Muchnick, Active Prince William Board Member</p> <p>These comments expand upon the oral statement I delivered at NVTa's September 8, 2022 public hearing. I live in the City of Manassas, and I serve on the board of Active Prince William, an active mobility advocacy group.</p> <p>The Northern Virginia Transportation Authority's transportation planning and programming processes are fundamentally flawed, starting with its statutory mandate to focus on traffic congestion, while ignoring the critical roles of land use and induced demand as well as the environmental, equity, and traffic-safety problems caused by our region's overdependence on auto travel.</p> <p>The draft TransAction project list--a discombobulated and non-prioritized hodgepodge of transportation projects submitted by various local agencies--is not an effective tool to implement the TransAction vision of developing "a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience."</p> <p>Northern Virginia's roadways have been expanded for the past seventy years, yet we still face perpetual traffic congestion, and most NoVA residents will continue to lack viable alternatives to driving alone for most local trips. Repeating the same activity over and over and expecting a</p>

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different result is the definition of insanity.

Developing an independent Northern Virginia transportation plan that does not reinforce and advance the goals, objectives, and strategies of Visualize 2045--the federally mandated long-range transportation plan for the entire Washington region--is counterproductive and foolish. An unconstrained and un-prioritized transportation project wish list, whose price tag far exceeds the funding that is expected to become available before 2045, is largely a wasteful exercise.

In June 2022, the TPB committed to a strategy of completing all planned segments of its National Capital Trail Network (NCTN) by 2030. Yet, no such planned trail segments are identified in the TransAction project list, and it's likely that many are not even included.

In the TransAction project list, many of the road-widening and interchange proposals do not mention the inclusion of associated pedestrian and bicycling elements, which might be new, upgrades, exact replacements, or preserved pre-existing facilities. For over 18 years, VDOT has operated under a Complete Streets Policy adopted by the Commonwealth Transportation Board. The NVTa also needs to adopt a Complete Streets policy that requires all NVTa-funded projects to incorporate all related pedestrian and bicycling accommodations as safe, direct, and efficient facilities, unless one or more specified exemptions exist.

Another much-needed, yet simple, NVTa reform would require advertised public hearings before the relevant governing body endorses any project for NVTa-related funding.

My review of the TransAction project list will begin with the projects added for this update.

Project #353, a roundabout at Rtes 28 and 234 Business in the City of Manassas, does not describe any pedestrian or bicycling

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	<p>improvements, which this urban project clearly needs.</p> <p>Project #354, the Route 28 STARS improvements in Yorkshire, mentions the possible addition of a sidewalk but fails to mention much-needed bicycling access via a shared-use path and/or bike lanes.</p> <p>Project #355, a short extension of Mathis Avenue in Manassas Park, does not mention any pedestrian or bicycling components, although those are clearly needed and expected. Moreover, Project #432 describes essentially the same project.</p> <p>Project #376, a widening of Route 28 through Yorkshire, is related to Project #354, except it would add two travel lanes. The description of this project omits much-needed pedestrian-bicycle and bus transit improvements.</p> <p>Projects 377, 379, 380, and 381, all in Prince William County, do not mention any pedestrian or bicycling improvements, although these should be vital components of each project.</p> <p>Project #382, a bus hub on Mosby St in Manassas, does not mention pedestrian or bicycling access, bicycle parking, or shared micromobility accommodations.</p> <p>Project #383, an interchange at Route 123 and Old Bridge Road, does not mention much-needed pedestrian and bicycling accommodations.</p> <p>Project #385, the Horner Road Park and Ride lot, does not mention pedestrian or bicycle access or bicycle parking.</p> <p>Projects 387-398, all in Fairfax County and most involving the Fairfax County Parkway, all fail to describe critically needed pedestrian and bicycling components.</p> <p>Project 411, double tracking the Norfolk Southern Railroad west of Nokesville, should include a rail-</p>

Comment Form Question	Comment Form Submission #192
	<p>with-trail component.</p> <p>Project 412 is a rail-with-trail along the VRE Manassas Line between Alexandria and the City of Manassas.</p> <p>Project 422, an extension of Conner Drive in Manassas Park, does not mention vital pedestrian and bicycling components. In addition, the scope of this project should be expanded to the northwest to include a grade-separated pedestrian and bicycle crossing of Route 28. Projects 424, 425, 426, 427, 428, 431, and 432, all in the City of Manassas Park, all fail to describe much-needed pedestrian and bicycling accommodations.</p> <p>Project 432, which duplicates #355, an extension of Mathis Avenue, does not mention much-needed pedestrian and bicycling accommodations.</p> <p>Project 441, which overlaps with Project 412, fails to extend the VRE Trail to downtown Manassas.</p> <p>Project 443, a long-missing shared-use path along Rte 234 north of Rte 294, fails to mention the need to complete the I-66 Trail in Prince William County and to connect it to Bull Run Drive in Fairfax County.</p> <p>Project 444, a shared-use path along Route 28, erroneously cites Route 29, not Route 28, in the project description.</p> <p>Project 464, an interchange at the Prince William Pkwy at Hastings Drive, omits critically needed improvements to the Prince William Pkwy Trail at that location.</p> <p>Project 465, an access road to the Hazy Center, omits needed pedestrian and bicycle components.</p> <p>The project list omits critically needed pedestrian and bicycle access at the following locations:</p> <ul style="list-style-type: none"> • Across Bull Run at I-66, Old Centreville Road,

Comment Form Question	Comment Form Submission #192
	<p>Rte 28/Centreville Rd, and Yates Ford Road</p> <ul style="list-style-type: none"> • Across I-66 at or near Sudley Road/Route 234 Business • Across I-95 at or near Route 123 or Occoquan Road, Prince William Pkwy, Opitz Blvd, Dale Blvd, Cardinal Drive, Dumfries Road, Batestown Rd, and Joplin Rd <p>Allen Muchnick 9625 Park St Manassas VA 20110</p> <p>###</p>
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p> <p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	<p>Strongly Disagree</p>
<p>Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.</p>	<p>Road widenings induce more car travel, increase auto-dependence and sprawl, and degrade the safety of pedestrians and bicyclists. With limited exceptions, roads in NoVA should not be widened.</p>
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	<p>Strongly Disagree</p>
<p>Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.</p>	<p>Road widenings induce more car travel, increase auto-dependence and sprawl, and degrade the safety of pedestrians and bicyclists. With limited exceptions, roads in NoVA should not be widened.</p>
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	<p>See my detailed comments submitted above.</p>

Comment Form Question	Comment Form Submission #192
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	A big waste of time and money.
7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.	
8. Please share any comments you have on the TransAction planning process and/or public participation.	
9. Please let us know how NVTa could make the review and public participation process easier for you.	More time to review and comment on the project list.
10. If you have any other comments, please share your feedback below.	
Date	9/18/2022 11:57 PM

Comment received in Korean

Comment Form Question	Comment Form Submission #193
Name	Samuel Song
ZIP Code	22015
1. How did you hear about Transaction, Northern Virginia's long-range transportation plan?	Sns (social media)
2. Please provide any comments you have about the Transaction Plan Document which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers.	
<p>3. NVTa has identified three goals for TransAction and the future of transportation in Northern Virginia.</p> <p>Mobility: Enhance Northern Virginian's quality of life by improving performance of the multimodal transportation system.</p>	Neutral

Comment Form Question	Comment Form Submission #193
<p>Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities.</p> <p>Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.</p> <p>Do you think the TransAction Plan achieves the goals of Mobility, Accessibility and Resiliency?</p>	
Please share any additional comments about how well TransAction achieves the goals of Mobility, Accessibility and Resiliency.	
<p>4. NVTa has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?</p>	Agree
Please provide any additional comments about how TransAction represents the core values of Safety, Equity and Sustainability.	
<p>5. If you have any feedback on specific Projects that you would like to share, please include the project ID number from the project list with your comments.</p>	
<p>6. Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were:</p> <p>Post-Pandemic 'New Normal' – in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future.</p> <p>Technology – in which the adoption of connected, automated, shared and electric (CASE) vehicles becomes widespread.</p> <p>Incentives/Pricing – in which policy strategies and programs are implemented to change travel behavior to mitigate congestion and its negative impacts to NoVA residents.</p> <p>Please share any comments you have on the scenarios.</p>	
<p>7. If applicable, please provide comments on anything you would like to see in the long-range transportation plan that was not included.</p>	
<p>8. Please share any comments you have on the TransAction planning process and/or public participation.</p>	

Comment Form Question	Comment Form Submission #193
9. Please let us know how NVTa could make the review and public participation process easier for you.	
10. If you have any other comments, please share your feedback below.	
Date	8/15/2022 10:56 AM

Draft TransAction Plan Public Comments

Comments Received at the Public Hearing

September 8, 2022

On September 8, 2022, NVTa hosted a hybrid in-person/virtual public hearing to provide an opportunity for the public to share their comments on the NVTa TransAction Plan and Project List. This public hearing was held at the NVTa offices at 3040 William Drive, Suite 200, Fairfax, VA 22031.

At the hearing, there were 21 speakers that were heard from. Of these speakers, 12 attended in person and 9 virtually:

In-Person Speakers

<i>Speaker 1</i>	Keith Henning
<i>Speaker 2</i>	Christopher Haumann
<i>Speaker 3</i>	John Haumann
<i>Speaker 4</i>	Tom Michaelman
<i>Speaker 5</i>	Richard Underwood
<i>Speaker 6</i>	Theo Stamatis, representing the Loudoun Chamber of Commerce
<i>Speaker 7</i>	Bill Pugh, representing the Coalition for Smarter Growth
<i>Speaker 8</i>	Scott Hoffman
<i>Speaker 9</i>	Rob Whitfield
<i>Speaker 10</i>	Terry Jones
<i>Speaker 11</i>	Lev Boonin
<i>Speaker 12</i>	Jason Stanford, representing the Northern Virginia Transportation Alliance

Virtual Speakers

<i>Speaker 13</i>	Audrey Clement
<i>Speaker 14</i>	Raziye Andican
<i>Speaker 15</i>	David Shriver
<i>Speaker 16</i>	Kripa Patwardhan
<i>Speaker 17</i>	Bernard Berne
<i>Speaker 18</i>	Mark Scheufler, representing Active Prince William
<i>Speaker 19</i>	Allen Muchnik
<i>Speaker 20</i>	Ashley Studholme, representing the Prince William Conservation Alliance
<i>Speaker 21</i>	Gillian Burgess, representing Sustainable Mobility for Arlington County

The following is a final version of the public hearing notes heard, transcribed, and summarized by NVTa staff.

Speaker 1: Keith Henning

Mr. Henning mentioned that the three primary goals in the draft TransAction plan can all be achieved by reducing cars on the road and increasing access to other modes of transportation. He mentioned that the implementation of TransAction will fall short of its own metrics of success, and that this plan's largest problem is that it is entirely too car centric. It devotes an additional 1,000 lane miles of roadway but only 370 lane miles to prioritized ROW transit lanes. He followed this up by mentioning that only 2% of the budget in the plan is allocated towards nonmotorized transportation, and that building more roadways induce new demand, thus resulting in a massive waste of taxpayer money. He added that roadway building contributes the most [out of any other mode] in terms of greenhouse gas and cost. Mr. Henning continued by mentioning that adding new lanes to roadways does not provide enough new bike infrastructure, that the most mobile cities have taken lanes away from roads, and that the plan mentions that the largest number of trips both start and end in Fairfax County. He ended by calling for the best and safest bike infrastructure like there is in Europe, specifically mentioning protected bike lanes, to be included in this plan, as he noted that 58% of people mention in surveys that they would be interested in biking for their commute, but they do not feel safe doing so.

Speaker 2: Christopher Haumann

Mr. Haumann began his statement by mentioning that for seven years, he worked in Loudoun County and commuted from Fairfax County. He offered praise to the new development, new data and distribution centers such as Amazon as well as other businesses he saw throughout his commute. Nevertheless, he mentioned that there were not too many modes of transportation available except by car, that he witnessed. He mentioned that he understands that this type of industry does not garner greater density, but that the amount of traffic and congestion creates bottlenecks especially on the Route 28 and Route 7 corridors. Mr. Haumann would like to see more transportation modes, especially Metrorail service miles, referencing the success of the utilization of the Silver Line along Dulles Toll Road corridor. Mr. Haumann mentioned that he prefers to see more development out there [along Routes 28 and 7 between Fairfax and Loudoun counties] and more modes of transportation to reach into the other areas of Loudoun County. By today's standards, he mentioned, the only way of transportation in these areas would be via busses or cars but by taking a bus it would be about 2-3 hours as opposed to 25 minutes by cars. He summarized by reiterating his desire to see more development encouraging other modes of transportation to reach into the further areas of Loudoun County.

Speaker 3: John Haumann

Mr. Haumann began by mentioning that he was an undergraduate student at George Mason University in 2008. He mentioned a Geographic Information Systems (GIS) course he took, and that for a class project he did a study on traffic and where it is the worst in northern Virginia (congestion hot spots). Mr. Haumann reported that eastern Loudoun and eastern Prince William counties, he found to be the worst areas in NoVA, and that in the 14 years that have passed, things have not changed that much. He advocated for more investment in mass transit, such as rail, and bus lanes, and that increased investment in roads has not proved to decrease traffic problems, especially for roads that are being widened that all lead into the same major highways.

Speaker 4: Tom Michaelman

Mr. Michaelman began by stating that he is the leader of the Van Buren Interest Group representing the communities of Four Seasons, Cardinal Grove, and Copper Mill. The interest group now has over 200 voters. He is opposed to the Van Buren Road extension project due to noise, traffic, pollution, destruction of foliage and wildlife, and most importantly due to safety concerns. Mr. Michaelman asked if anyone has gone to the southern end of Cardinal Grove approximately 50 feet from the back yards of the residences, where children play outdoors, and trucks go by. He mentioned that kids should not venture out to what would be a busy intersection of Route 234

and Van Buren to meet their school busses. He further explained the safety features of the Four Seasons community he had previously mentioned, specifically mentioning the thick woods it is surrounded by and that criminals are deterred from entering because their cars are photographed when entering or exiting Four Seasons. His concern is that if this road is to be built that criminals can drive up the road, adjacent to the houses, go into the communities, commit crimes, and then walk back to their cars and escape due to a lack of fences. He noted that he has written all eight Prince William County supervisors concerning the problem, seven have all voted for the road, and one supervisor would look into it but has not gotten back to him yet. He asked the question “Why shouldn’t the wellbeing of your constituents be the main concern?” and finalized his argument by stating that the over 200 widowed female residents of these communities are petrified about the road being built.

Speaker 5: Richard Underwood

Mr. Underwood began by mentioning that he lives in Prince William County near Dumfries. He asked those in the audience to pay close attention to the project identified as #273 –Van Buren Road extension. It (the project) is proposed as a commercial road placed in the center of three family subdivisions - Four Seasons, Cardinal Grove, and Copper Mill. These neighborhoods, he mentioned, comprise more than 1,000 homes, and that he believes that these homes will be adversely affected by Van Buren Road’s traffic. He stated this road was first proposed in 1972 when the area was all farmland, and that it could work back then. He stated that it is now unworkable since it is a proposed commercial thoroughfare through residential property, and that Cardinal Grove will be most severely affected. He stated that according to the project map, the road will go through the center of Cardinal Grove and through the backyards of the residences, and the resulting truck traffic will destroy the character of the neighborhood and value of Cardinal Grove’s residences. This fact remains no matter eminent domain, he continued. The exhaust fumes, traffic, and noise will account for the value loss. He lastly mentioned the fact that children play in the street and therefore this project will be irresponsible and dangerous and calls to not spend \$160 million dollars to build this project.

Speaker 6: Theo Stamatis, representing Loudoun Chamber of Commerce

Mr. Stamatis stated that he is the Government Relations Manager for the Loudoun Chamber of Commerce. He mentioned that the Chamber represents over 1,000 employers and entrepreneurs. He publicly recognized and applauded the NVTA staff and members and gave his support towards TransAction. He mentioned that the Loudoun Chamber recognizes that TransAction will support the continued economic growth of the region, regional prosperity, quality of life, and capacity to create jobs. He asked that TransAction remains as is with no change to the project list and supported in the current form. Mr. Stamatis believes that the full implementation of this plan is key for the region’s future, economic and workforce competitiveness, environmental sustainability, and equal access to opportunity. These projects will strengthen accessibility, support resiliency by planning for a multimodal transportation network that is sustained for future generations across multiple northern Virginia jurisdictions. He mentioned that there is an exponential growth of the area in population and job and that we need a plan like TransAction.

Speaker 7: Bill Pugh, representing Coalition for Smarter Growth

Mr. Pugh began his time by stating that he is a Senior Policy Fellow with the Coalition for Smarter Growth. He began by mentioning that this plan will spend three years and \$3.5 million dollars to prepare the Plan, the plan will be too expensive to get built, and ignores key issues in transportation system and planet. He believes that the price to build out TransAction is 50% more than the last TransAction update, even accounting for inflation. Mr. Pugh stated his belief that we have only eight years to meet 2030 greenhouse gas emission targets for the region, referencing California weather of this week and Rhode Island flooding, and that climate change is happening everywhere. TransAction does not cut emissions, but rather, TransAction makes it impossible to achieve climate

goals. He stated that the region must reduce per capita VMT by 20% but that under TransAction, VMT will go up by 4%. Mr. Pugh also expressed concern that this plan does not address housing and land use strategies. He stated that these categories would offer real social and equity benefits in addition to congestion benefits. He continued, mentioning that TransAction ignores NVTa's own Transportation Technology Strategic Plan that can reduce VMT related to passenger trips. However, this cannot be achieved with expanding highway capacity because of the induced demand. NVTa needs to develop pricing mechanism that is mentioned in the scenario analyses. TransAction needs to take this strategy and pair it with other strategies that address housing and land use.

Speaker 8: Scott Hoffman

Mr. Hoffman began by mentioning that he is a specific proponent for rail because, most importantly, it takes cars off the road. He mentioned his belief that more cars on the road cost the public in terms of maintenance, time, and quality of life, more than rail. He mentioned that rail investment results in economic development, and that building rail will help create investments 2-3 times the original investment, and that roads are "money-sinks" and do not help the economy. He mentioned that it [rail] helps those who need public transit the most, specifically those who cannot afford a car. He included that we also need to see more population density in smartly planned areas, as opposed to sprawl, and that a Virginia version of the Purple Line, and partner with Maryland jurisdictions, would make life easier. He also expressed his interest to expand Yellow or Blue Line south to Woodbridge to get cars off I- 95, expand the Orange Line to the west to get cars off I-66, and that building rail to reduce congestion will make people happier and make more money.

Speaker 9: Rob Whitfield

Mr. Whitfield began by mentioning that he lived in Fairfax County for 45 years and has been to over 5,000 meetings on land use, zoning, transportation, and development. He stated that many people that spoke tonight do not appear to have facts to back their arguments up with and that rail only works with development of sufficient population density and believes in the need for 6,500 people per square mile for rail to work, this is in line with a DRPT study of relationship between population density and heavy rails. He followed up by mentioning that the Silver Line expansion is only about 3,000 people per square mile and Loudoun is even less than that; heavy rail only works where there are high densities. He expects to see low ridership on the Silver Line extension and stated that he believes only 5% of passengers use the light rail in Baltimore and Philadelphia to commute into their respective airports based on a 2008 study. He concluded that he feels dismayed to spend money at the Ballston metro station in which the present usage is 10,000 passengers, on a weekday, per day in 2012 to approximately 4,000 today.

Speaker 10: Terry Jones

Mr. Jones began his time by mentioning that he has read through it and believes it is a very good plan. He particularly expressed praise in terms of the changes because of the Covid-19 Pandemic and how that has had impact and how this plan would need to change due to the Pandemic. He expressed concern that the plan of action requires enough data to realistically project how the Pandemic will impact the plan and the future. He mentioned that he is particularly interested in Van Buren Road project since he lives right by it. He expressed his concern over the wetland's destruction on Dewey Creek and stated that \$2 million dollars paid for a study for that area for Van Buren Road. The county study addresses this by saying that there is no impact on the Dewey creek in just one paragraph. He believes this is horrendous and referenced the Chesapeake Bay Act in terms of what is and what is not allowed for what can flow into the Chesapeake Bay. Dewey Creek and Towels Creek, which both feed into the Bay, are both impacted by the Van Buren Road project. He wants to make sure this group adequately addresses how this project is involved with the Chesapeake Bay Act.

Speaker 11: Lev Boonin

Mr. Boonin began by stating that people are not going to be commuting into DC as much as they used to, in accordance with the “New Normal”. He stated that people wish to commute wherever they are in the greater northern Virginia area, and that northern Virginia has a car centric approach to this. He stated that adding more lanes has never and never will solve the region’s transportation problems unless these lanes are dedicated lanes to transit, which take cars off the road, and provide meaningful alternatives are in place to give people more than one option to go where people wish to go. Mr. Boonin talked about unique opportunity to invest in true regional inter-suburban transit, and offered his support for it, and believes northern Virginia is better positioned to do this more than other regions as it has existing hubs around the stations. He finalized by calling for improvements to the regional bus network to feed rail stations.

Speaker 12: Jason Stanford, representing Northern Virginia Transportation Alliance

Mr. Stanford, on behalf of 25 business and community organizations, urged NVTA to approve the full list of TransAction projects. He stated his belief that this plan’s full implementation is key to future economic and workforce competitiveness, quality of life, environmental sustainability, and equitable access to opportunity. Northern Virginia is expected to witness an increase of 600,000 people to gain access to 500,000 jobs over the next 25 years. He urged NVTA to approve multimodal strategy of TransAction and noted that NVTA does not have the \$75 billion to implement all the projects in the project list. He noted that 60% of that cost is going to transit projects. He also stated that the Authority is not the sole source of funding for these projects, but rather that this funding can be used to leverage local, state, federal, and private funding. He stated that removing projects would negatively impact the regional balance that Northern Virginia’s jurisdictions have worked hard to make. All jurisdictions are involved in these projects as well, he added. Mr. Stanford added that roadways are essentials for expanding access to jobs and opportunities for millions of low-income residents and cited a TPB study that concluded that by 2045 80% of DC trips will be taken by automobile despite the planned 40% increase in density and high-capacity transit corridors. The TPB also found that households in the region that make less than \$60,000/year are three times more likely to drive to work and are less likely to have a job that they can work remotely. He also mentioned that Vehicle-Miles Traveled (VMT) in the plan’s no-build scenario still increase at a 13.5%. He noted that TPB’s Climate Change Mitigation study show that the most aggressive strategies reduce VMT only by 17% by 2050. Mr. Stanford concluded by stating that Electric Vehicles (EVs) are the most effective tool to reach our emissions goals since EV adoption can reduce emission by 92%. He urged Authority members to think regionally and work together to approve the plan.

Speaker 13: Virtual Speaker: Audrey Clement

Ms. Clement began by mentioning that she is a candidate for Arlington County Board. She also mentioned that she is a long-time bike commuter in the DC area. She stated that she opposes NoVA Parks’ plan to widen the W&OD trail in Arlington and referenced Projects #72 and #406 on the NVTA project list. She stated her belief that all that is needed is to redirect some W&OD traffic to the parallel byway of the Four Mile Run trail with appropriate signage and connecting infrastructure. This would achieve NoVA Parks’ goal of accommodating additional bike traffic at far less expense. She stated that the environmental lobby calls for widening to move drivers to biking and walking, but there is little evidence that this accomplishes what ought to be accomplished. She noted that this same lobby turns a blind eye by paving a trail immediately adjacent to a stream may have more detrimental impacts than paving a road further away. Evidence of this phenomena occurred during the July 2019 DC area flood event in which runoff from I-66 put an entire Arlington neighborhood north of the interstate underwater. She stated that when an equal or greater amount of damage occurred along the W&OD bike trail when the Four Mile Run breached its banks and led to gallons of polluted water into the Potomac River. She argued that widening the trail will only exacerbate runoff and erosion, even if this stretch of trail is congested on weekends. NoVA parks, she stated, has not demonstrated that widening the trail will provide Congestion Reduction Relative to Cost (CRRC) on nearby roads because it is

mostly used for recreational purposes. She stated that without this key metric, NVTA cannot legally fund this project, Ms. Clement stated, before urging NVTA to not fund this project and give this money to other jurisdictions.

Speaker 14: Virtual Speaker: Raziye Andican

Ms. Andican stated that she has been a Fairfax County resident for the past five years. She mentioned that she watched a documentary on Amsterdam on how kids can roam around, get around freely due to bike facilities, and mentioned that she is a fan of the light rail system she saw in Salt Lake City, Utah. She mentioned that she sees many parking lots on her two-days-per-week 47 mile-commute to work in northern Maryland and is concerned about population growth in the next 20 years in the DMV area. She stated that she believes the area needs more transit, bike paths and walking paths for pedestrians is extremely important, and to give people an alternative method for getting around is crucial as well. She wishes to have her kids roam without fear that they could get hit by cars, and references praise for Arlington, but that it would be great to have more transportation choice in Fairfax County.

Speaker 15: Virtual Speaker: David Shriver

Mr. Shriver stated that he is a current resident of Springfield, VA and has lived in northern Virginia for over 12 years in multiple jurisdictions. He mentioned that he wanted to simply echo pedestrian friendly and mass transit friendly arguments that have been made by the speakers who have spoken tonight, and that he wanted to go even further on these arguments. Mr. Shriver discussed how the world is running out of time due to climate change and the need to focus more on transit projects. He cautioned that expanding hot lanes on I-66 may only be encouraging more sprawl into the suburbs. He wishes to advocate for more cross-county projects that go from Alexandria to Tysons, for example, without relying on a car. He finished by advocating for less car-centric policy, and instead of a hub-spoke transit system, he wishes to see more cross-county projects.

Speaker 16: Virtual Speaker: Kripa Patwardhan

Ms. Patwardhan mentioned that she is a resident of Fairfax County, lives in Herndon and wanted to push back on the person that mentioned people will not be taking the silver line in less dense areas. She stated that there is more to the damage of designing a transportation system focused on cars, with resulting sprawling land use, and greater impervious surfaces that aggravate flooding and heat. She added that we cannot just widen our way out of traffic and wants to see more robust disincentives against driving. She stated that it is an easy walk to the Herndon Park 'n Ride but the Harris Teeter Plaza is one of few walkable places to her and that she must cross four lanes of traffic to get to the plaza, mentioning many people crossing to get to this plaza. She stated that Metrorail stations in Route 7 corridor without parking garages and widening of Route 7 do not make sense for proper transportation planning.

Speaker 17: Virtual Speaker: Bernard Berne

Mr. Berne is a resident of Arlington County who would like to see TransAction to include the goal to include protection of environmental impacts of transportation projects it creates. He also wishes to see Project #72 Arlington Regional Trail Network removed because it will widen five bike and pedestrian trails which will destroy nature and increase stormwater runoff. He also wants to see #406 W&OD Trail Capacity and Connectivity Enhancements deleted as it will double the width of the trail and will go through an existing park. He asked that NVTA ranks bike/ped projects against each other instead of just plainly prioritizing them over other modes. He believes that trail projects will not reduce roadway congestion. He also stated that previous TransAction had more environment-friendly projects, and he would like to see the same with current plan. He mentioned that few trails through parks do not reduce roadway congestion which is the main problem this plan attempts to address.

Speaker 18: Virtual Speaker: Mark Scheufler, representing Active Prince William

Mr. Scheufler is a resident of Prince William County and a member of the group Active Prince William, which advocates for active transportation infrastructure in Prince William County, Manassas and Manassas Park. He shared his disappointment in the project list of TransAction in its ability (lack thereof) to reduce roadway congestion and stated his belief that reform to NVTA statutes is needed. He expressed his disdain that 117 projects that include the word “widen” in it, and his belief that this will continue to point out jurisdictions to submit car-first projects for future Six Year funding programs. He concluded that he hopes the TransAction Plan will be able to address better land use and transportation outcomes for all northern Virginia residents.

Speaker 19: Virtual Speaker: Allen Muchnik

Mr. Muchnik stated that he lives in the city of Manassas and serves on the board of Active Prince William. He believes that the TransAction plan and programming processes are fundamentally flawed as there is a statutory mandate to focus on traffic congestion, but this plan ignores land use, environment, equity, traffic safety, and induced demand caused by the region’s dependence on auto-travel. He stated that this plan is repeating the same activity over and over, expecting a different result, and that this is the definition of insanity. He noted that TransAction does not reflect the MWCOG Visualize 2045 plan, the federally mandated plan for the DC metro region. He added that a plan with unconstrained and unprioritized project list is a large waste of time. He concluded by stating that the TransAction project list proposals do not include pedestrian and bike upgrades in the National Capital Trail Network nor does the interchange/intersection projects have bike and pedestrian infrastructure associated with them. VDOT has operated under complete streets policy for last 18 years. All NVTA projects should also incorporate complete streets policy where bike/ped considerations are built into each project. He asked for another reform that includes advertising public hearings before each jurisdiction decides on funding applications to NVTA.

Speaker 20: Virtual Speaker: Ashley Studholme, representing Prince William Conservation Alliance

Ms. Studholme is a Prince William County resident and is representing the Prince William Conservation Alliance. She mentioned that this organization is comprised of residents that engage in decisions that affect quality of life. She noted that TransAction plan falls short of its stated goals as it does not incorporate the land use-transportation connection. She mentioned that in Prince William County in particular, this would be looked at as a business-as-usual plan. She believes this plan will increase vehicle miles traveled (VMT) up to 60% in Prince William County’s non-interstate highways, which is about three times the rate of its population growth. She mentioned that rather than investing in road widening, Prince William County needs investment that improves local mobility investment and grow the live, work, and play communities. She stated her desire to increase local bus service, particularly for residents in Prince William’s equity-emphasis areas, as well as further investment for bike/ped and sustainable infrastructure that reduces VMT and GHG. She concluded that road widening increases congestion as opposed to a sustainable, equitable multimodal system that addresses the needs of the community.

Speaker 21: Virtual Speaker: Gillian Burgess, representing Sustainable Mobility for Arlington County

Ms. Burgess began by stating that she is providing testimony on behalf of Sustainable Mobility for Arlington County. She stated that the NVTa long range transportation plan will have a large impact on her life and an even larger impact on her children's lives. She believes that transportation is the biggest contributor to climate change and cars are the biggest threat to children's lives. NVTa's TransAction does not create a more safe or more sustainable transportation plan, which is inconsistent with what the region's people and priorities are, as well as the plan's own goals. She stated that as per NVTa's survey, northern Virginia citizens want a large percentage of new funding to go to transit, for street technology, bike/ped options. Roadway project, though, increases VMT and more GHG emissions, which will doom us to more destructive and severe weather and will not achieve an equitable transportation system. She stated that the region must bring car-free mobility to the more affordable parts of the region. Currently taking trips in these areas is dangerous or impossible without a car. TransAction does not address this. This plan will not improve safety and will cause more driving thus increasing crashes, injuring more drivers and more passengers. She argued that NVTa must change the scoring for projects to emphasize on projects that decrease VMT, if we wish to increase safety and meet our region's climate goals.

Draft TransAction Plan Public Comments

Comments by Letter

August 1 -September 18, 2022

Six comments were received as letter responses:

<i>ID</i>	<i>Date</i>	<i>From</i>
1	8/29/2022	Northern Virginia Transportation Coalition
2	9/16/2022	City of Falls Church City Council
3	9/18/2022	Coalition for Smarter Growth
4	9/18/2022	Allen Muchnick
5	9/18/2022	Joint letter by 12 organizations
6	9/18/2022	Sierra Club

NORTHERN VIRGINIA TRANSPORTATION COALITION

PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

August 29, 2022

The Hon. Phyllis Randall
Chair, Northern Virginia Transportation Authority
3040 Williams Drive
Fairfax County, VA 22031

RE: The 2022 TransAction Update

Dear Chair Randall:

As representatives of the vast majority of businesses and employees of Northern Virginia's private sector and non-profit workforce, we are writing to share our strong support for the Northern Virginia Transportation Authority's TransAction Plan. Fully implementing Northern Virginia's long-range transportation plan is key to our community's future economic and workforce competitiveness, quality of life, environmental sustainability, and equitable access to opportunity.

Northern Virginia is expected to gain 600,000 people and 500,000 jobs over the next twenty-five years. That's a 23% increase in population and 33% increase in the number of jobs. The only way to accommodate this tremendous growth is through a multimodal, all-of-the-above approach to transportation improvements including roadways, transit, bike, pedestrian, and technology infrastructure.

That is exactly the strategy that TransAction pursues with 429 regional, multimodal projects worth a total of \$75.7 billion dollars over the next twenty-five years. Of that \$75.7 billion, \$44.5 billion or nearly 60% would go to transit projects throughout the region. In fact, the ten most expensive projects in the plan - nine of which are transit projects including a Metrorail Core Capacity Expansion in Washington, DC - account for 50% of the \$75 billion total.

While the Northern Virginia Transportation Authority does not have \$75 billion to fund every project in TransAction, the Authority is also not the sole source of funding for these projects. Authority funding can be used for larger projects to leverage local, state, federal and private sector dollars to reach full implementation.

One example of this strategic use of funding is the Long Bridge Rail Project. The total cost of this project and accompanying rail improvements is nearly \$4 billion dollars. While the full cost of the project is included in TransAction, the Authority is currently funding \$25 million. The remainder of the cost of the project is being funded through toll, state, and federal dollars. However, removing this project from TransAction would prevent the Authority from providing any funding for this project and significantly leveraging other funding sources.

Furthermore, every project in TransAction is included as a part of either a local or multi-jurisdictional transportation plan. Including these projects in TransAction gives the Authority

and local governments flexibility to prioritize projects that are ready to move forward and leverage additional funding as it becomes available.

Removing projects from this proposal would negatively impact the regional balance that Northern Virginia's jurisdictions who have all been involved in the development of this plan have worked so hard to create.

According to the National Capital Region's Transportation Planning Board, 80% of the DC region's trips by 2045 will still be taken via automobile despite the planned 40% increase in density in high-capacity transit corridors over the next two decades.


The Transportation Planning Board has also found that households in the DC region with incomes of less than \$60,000 are twice as likely to drive to work than take all other forms of transportation combined. And area residents with incomes of \$25,000 or less are three times more likely to drive alone than take a bus - and four times more likely to take an automobile than transit for their daily travel needs. At the same time, they are less likely to have a job that allows for telework or flexible scheduling. Our roadways are essential to expanding access to jobs and opportunities for millions of low-income residents across the region.

Therefore, we urge the Northern Virginia Transportation Authority to continue to think regionally and work together to support projects in other jurisdictions that fit the travel demands and needs of those jurisdictions.

We must continue working together if we hope to solve the transportation challenges of Northern Virginia. Regional cooperation is why 50% of the new jobs and households in the DC region are expected to come to Northern Virginia over the next two decades. By continuing to invest in multimodal transportation solutions across our region, we can ensure that Northern Virginia remains one of the best places to live, work, and raise a family.

Thank you for your time and consideration of these comments. The Northern Virginia Transportation Business Coalition looks forward to working with you to fully implement the transportation vision that has been put forward by TransAction over the next twenty-five years.

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is fluid and cursive, with the first name "Jason" and last name "Stanford" clearly legible.

Jason Stanford

President

Northern Virginia Transportation Business Coalition

NORTHERN VIRGINIA TRANSPORTATION BUSINESS COALITION MEMBERS





CITY OF FALLS CHURCH

September 16, 2022

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Ms. Backmon,

The City of Falls Church respectfully submits the comments below in response to the Northern Virginia Transportation Authority's (NVTA) draft TransAction Plan. On behalf of the City and our citizens, we strongly support inclusion of the Falls Church area projects in the TransAction Plan project list.

The City supports the larger goals for transportation as included in the draft TransAction vision statement:

Vision Statement: “Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.” (Adopted December 2020)

Carbon Emissions: The TransAction Plan should include carbon emission measurements in the 2045 build/no build analysis, and should provide more policy support for initiatives to reduce carbon emissions in the transportation sector. The Transportation Planning Board's Envision 2045 Plan identifies and prioritizes solutions for regional carbon emission reductions and should be referenced in the TransAction Plan.

Climate Resiliency: The TransAction Plan would benefit from more analysis of transportation system vulnerabilities associated with extreme heat events, flooding (both inland and coastal), and other natural disasters associated with a warming climate. Transportation system resilience to extreme weather is referenced in the Plan, but should be given more analysis and prominence.

Multimodal solutions: The City favors transportation solutions in the plan that enhance transit, pedestrian safety, and bicycle safety to encourage these modes as a preferred transportation choice for residents and commuters. City projects listed in the plan are largely aligned with this more sustainable approach to meeting transportation growth requirements in our region.

Transportation Systems Technology: There will need to be investment in technologies called for in

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the Transportation Technology Strategic Plan as well as continued analysis and transparency regarding long term benefits. The City is engaged with Virginia Tech in a Smart Cities Learning Lab, which will apply new technologies to improve transportation, and we hope this effort will generate innovative solutions that can benefit the larger region over time.

Public Focus: Through the engagement process, the public provided input on how funds should be allocated across transportation modes. There should be continued analysis and transparency on how public input has been included in the draft Plan and future programming decisions.

Project Costs: Also in the interest of transparency in planning, it is important to include information about expected project costs. This allows for a more informed public decision making process.

Thank you for your work and that of the excellent NVTa staff on this draft TransAction Plan. It will be an important and useful policy guide to transportation improvements for our region. We appreciate this opportunity to comment on the draft Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. David Tarter", is written over a light yellow rectangular background.

P. David Tarter
Mayor

cc: City of Falls Church Council Members
F. Wyatt Shields, City Manager
Cindy L. Mester, Deputy City Manager
Paul Stoddard, Deputy Planning Director
Kerri Oddenino, Planner

September 18, 2022

Honorable Phyllis Randall
Chair
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Re: Comments on the proposed 2022 TransAction, and recommendation to reject the plan as drafted

Chair Randall and NVTa board members:

We urge you to review and consider the [joint letter of 12 Northern Virginia organizations](#) regarding TransAction 2045. These are not new concerns - we have pointed to the shortcomings for some time. We also urge you to reject this TransAction plan and create a new more effective, affordable and sustainable plan. Staff failed to provide you with a set of bottom-up scenarios to enable you and the public to consider alternative futures. Instead we are given one stapled together list of projects that we cannot afford and that would make our transportation, equity and climate problems worse. Northern Virginia would benefit from a plan that:

- Addresses the land use and housing issues underpinning our key transportation problems;
- Takes urgent and adequate action on climate change rather than passing the buck on an existential threat;
- Removes destructive and wasteful projects like new Potomac River highway crossings, the Bi-County Parkway, and too many widenings of suburban arterials;
- Pursues the pricing and demand management strategies which NVTa itself says are necessary; and
- Replaces a \$76 billion wish list with a more effective – as well as sustainable, equitable and livable – package of investments that prioritize and support the region's vision for a network of walkable, bikeable, and inclusive transit-oriented communities.

On the following pages are the Coalition for Smarter Growth's specific comments, which add detail to the points in the joint letter, and demonstrate the serious flaws in the TransAction 2045 plan. We urge you to reject the current plan and to develop a more sustainable, effective, and equitable approach for Northern Virginia.

Sincerely,

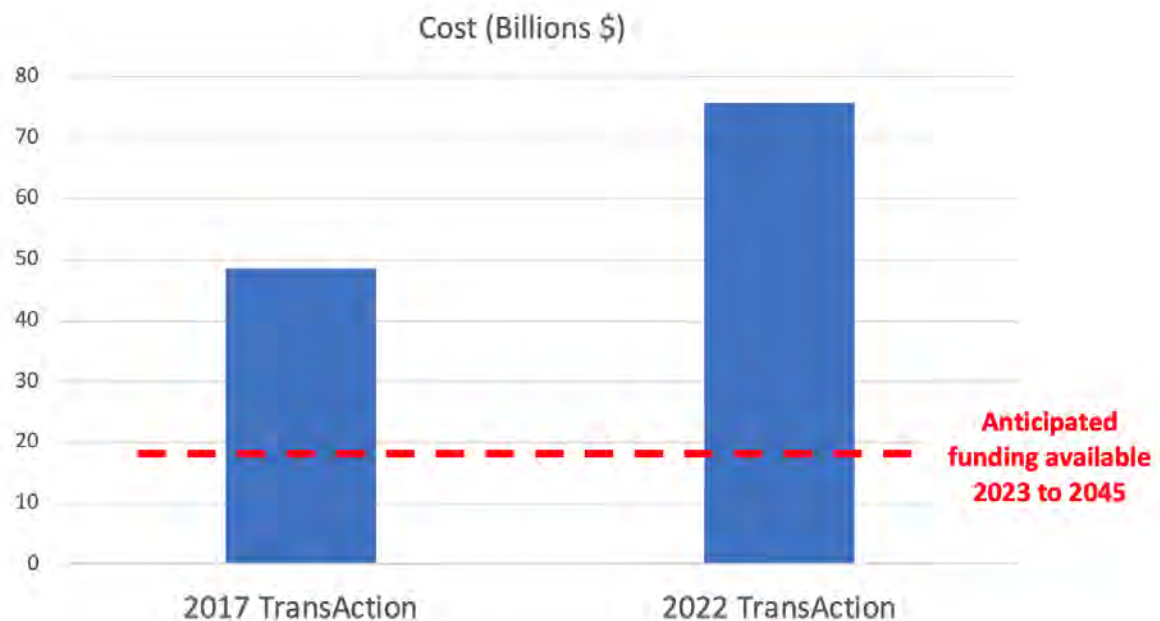
Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

1. A \$76 billion unconstrained plan is neither realistic nor informative

A plan that can't be built is not a plan, and the perceived results of the plan cannot be claimed if the plan is in no way affordable. TransAction describes its many benefits in the future tense “will”, and urges local governments to work together to build all of the projects in it. This approach does not help Northern Virginia make informed decisions, nor does it address our many other infrastructure needs that TransAction ignores.

The \$76 billion cost of TransAction exceeds by four times what the region's constrained long-range transportation plan, Visualize 2045, estimates Northern Virginia can realistically spend for improved transit, road, and active transportation facilities. And in just five years, the price tag of TransAction increased by over 50%, even accounting for inflation.



TransAction's price tag versus Northern Virginia system expansion funding in the region's constrained long-range transportation plan¹

Our region has many other needs for limited infrastructure dollars, including upgrading our infrastructure to withstand the impacts of climate change already occurring, addressing the increasing maintenance and repair needs, implementing our climate action plans, addressing the housing crisis, etc. For example, the Commonwealth's VTrans 2045 analysis shows that Northern Virginia will have 400 more miles of roads at risk of flooding due to climate change – how are we going to pay for needs like that and why does TransAction ignore them?

¹ Source: Visualize 2045, Appendix A Financial Plan, Table 3. The 2017 TransAction costs were escalated from FY17 dollars to 2021 dollars based on the CPI as a rough order-of-magnitude estimate. The Visualize 2045 Financial Plan uses Year of Expenditure dollars while TransAction project costs are presented in 2021 dollars. Although TransAction includes some projects that extend into Maryland and DC, even if their entire system expansion budgets from the CLRP were added onto Virginia's, it still wouldn't cover the cost of TransAction. We acknowledge that the NVT and TPB plans present financial needs in different formats, so this comparison is intended to show rough magnitudes.

If NVTA decides to continue with TransAction's unconstrained \$76 billion approach, then it should at least acknowledge the magnitude of the funding gap and the other critical needs for Northern Virginia's infrastructure dollars.

2. NVTA needs to address the land use and housing issues causing our key transportation problems

The National Capital Region Transportation Planning Board says achieving adopted regional housing targets would reduce congestion by 20%. That's the same amount of congestion reduction that would be achieved IF the entire \$76 billion plan were built. Northern Virginia jurisdictions through their MWCOG representatives have endorsed these housing targets, which include locating 75% of new housing in transit-served walkable activity centers and ensuring 75% of it is affordable. Investing in affordable housing close to jobs and transit would therefore be a particularly effective part of a more equitable and sustainable transportation solution.

Visualize 2045 showed a larger increase in the numbers of jobs accessible by transit than by automobile, despite the plan investing twice as much in highway and road expansion. This was due in large part to the benefits of future transit-oriented development. Imagine how much more job access could improve if all NVTA jurisdictions prioritized putting housing and jobs in compact, mixed-use, walkable activity centers with existing or planned transit.

3. TransAction fails on climate change - both in 2030 and in 2045

Sustainability is a core value of NVTA but TransAction fails to address the region's largest source of planet warming emissions in any meaningful way. The draft plan:

- Ignores the significant 2030 reductions needed, and doesn't mention key climate plans and studies from our own region that clearly spell out the changes necessary in our transportation system and land use by 2030 and beyond.
- Increases per capita VMT 4% above the future baseline, when the region needs to reduce per capita VMT over 20% by 2045 *in addition to* rapid EV adoption, to achieve adopted climate targets.²
- Inappropriately takes credit for a 54% GHG emission reduction from increased electric vehicle adoption, because the analysis excludes this electric vehicle adoption from future baseline "No Build" conditions (for example, chart on page 22 of the draft summary plan). TransAction includes a small \$51 million investment in electric vehicle charging

² Level of per capita VMT reduction needed in California by 2045 in addition to its ambitious EV adoption policies to meet state climate targets (California Air Resources Board 2022 Draft Scoping Plan). In addition, the TPB's Climate Change Mitigation Study of 2021 found that only scenarios which achieve per capita light duty VMT reductions in the range of 15-20% by 2030 would achieve the levels of on-road transportation emissions needed in the region's 2030 Climate and Energy Action Plan. Likewise, RMI has found that the U.S. must reduce per capita light duty VMT by 20% below 2019 levels by 2030 in addition to very rapid adoption of EVs (25% of light duty vehicles on the road).

stations over the life of the plan, which while helpful, is not moving the needle relative to the scale of the overall charging infrastructure need or the state and federal rebates, clean cars, consumer preferences and tech advances driving electric vehicle adoption. The real story is that TransAction fails to reduce emissions below future baseline conditions. Excluding TransAction's electric vehicle assumptions, emissions go up 1.7% relative to future No Build baseline as a result of building TransAction's many highway and arterial expansion projects and failing to address auto-oriented land use policies. Assuming the small investment in EV charging stations marginally helps reduce emissions, the emission reductions and increases of the \$76 billion dollar plan are essentially a wash.³

- Leaves Northern Virginia far from 2050 carbon neutrality with a 54% decrease in emissions by 2045. The TPB set a goal to achieve an emission reduction in that ballpark by 2030.⁴
- Pays only token attention to significant investments needed to electrify vehicle fleets (buses, trucks, and cars) and provide necessary charging infrastructure: \$51 million over 23 years. While we applaud the NVTa for including charging infrastructure in TransAction, the plan doesn't quantify the needs. This recommended amount appears to be very little, especially compared to the vast sums invested in highway expansion.
- Fails to mention the major investments needed to upgrade our existing transportation infrastructure to handle the extreme weather already occurring and getting worse with climate change.

A new approach to TransAction must address the 2030 and 2050 greenhouse gas reduction targets, showing what Northern Virginia needs to do to reduce on-road transportation emissions fast enough, and proposing a package of projects and programs that can achieve them.

4. TransAction continues to include destructive major new highways that need to be removed

TransAction incorporates some good "top-down" regional projects – a coordinated bus rapid transit network, for example – but also some destructive ones – like the Bi-County Parkway and major new highways from Loudoun and Prince William across the Potomac into rural areas of Maryland, that together would form a substantial portion of the controversial Outer Beltway.

In our "[On the Wrong Road](#)" report, CSG showed that the enormous package of highway and arterial widening projects in the last TransAction plan (similar to the current version) would increase road capacity and driving far faster than population growth in places like Prince William and Loudoun counties and even significantly in Fairfax County.

³ Plan has 1.7% increase in emissions above No Build when excluding EV adoption. Plan only has a small investment in charging infrastructure: \$51M over 23 years (trucks, bus, car charging total in projects #458, 459, 460). So it's unlikely to see how that small investment could significantly decrease emissions. Looks like a wash (plan does not increase/decrease emissions relative to No Build).

⁴ TPB's GHG reduction goal is relative to 2005 levels, while NVTa calculates its reduction relative to the 2017 base year. However, total TPB region on-road GHG emissions in 2005 and 2017 was similar (just above 20M MTCO₂e, see TPB's CCMS, Final Report, Figure ES-2).

NVTA itself acknowledges the self-defeating aspect of highway expansion due to induced driving. Its [Technology Strategic Plan](#), page 28, states that: “Expanding infrastructure capacity, especially highway capacity, presents multiple challenges in mitigating this congestion (due to the phenomena of induced demand) and achieving NVTA’s goals of equity, sustainability and safety, although it will likely remain an important option.”

While TransAction includes a large total dollar value of transit projects, in practice, the NVTA has allocated most of its regional funding through the Six-Year Program to expanding highway and road capacity. A better approach is to remove the destructive and unaffordable new highway projects from TransAction.

5. Incentives and Pricing Scenario suggests ways to achieve near-term mobility and climate goals without the \$76 billion price tag

NVTA’s [Technology Strategic Plan](#) says the region should 1) reduce VMT relative to passenger trips to reduce congestion, 2) that we can’t do this through expanding highway capacity because of induced demand, so 3) NVTA needs to “develop pricing mechanisms that manage travel demand and provide sustainable travel options.” (page 40, Strategy #5)

The 2022 TransAction provides a good scenario analysis of what such road and parking pricing mechanisms could look like and includes discounts for low-income drivers and free transit. The incentives and pricing, with equity provisions, achieve largely the same improvements as the TransAction plan and its 429 projects.

TransAction – because of induced demand and its failure to address land use – does not achieve NVTA’s own recommended strategy for improving congestion, which is to reduce the ratio of VMT to Passenger Miles Traveled (see page 28 of the Technology Strategic Plan). This ratio in future No Build 2045 conditions is 0.725 and after spending \$76 billion implementing TransAction, it would be 0.724, virtually unchanged.

Pricing strategies, paired with better land use and housing near transit, electric vehicles, and supportive transit, local street network, and bike/pedestrian investments, would be more effective and could be implemented more feasibly and quickly than an unconstrained plan.

5. TransAction makes safety claims without data and too often prioritizes high-speed auto travel on wider and wider roads

TransAction on page 23 says that the proposed network (IF it could be built) improves safety without providing the data. Despite safety being a core value, the performance measures for “Potential for Safety and Security Improvements” and “Quality of Access to Transit and the Ped/Bike Network” are not yet available. The public comment period is ending on September 18th without this important information being shared. A second comment period may be warranted and this information should be made available to the NVTA board before it votes on the plan.

Many proposed arterial expansion projects would increase the numbers of lanes, while seeking to maintain high vehicle speeds, making crossing distances even longer and increasing risks for pedestrians. While CSG applauds the trail, bicycle and pedestrian improvements in the plan, too many of these are conditioned on major arterial expansions and accompanying auto-oriented small area plans and zoning that separate land uses and make trips by walking and biking longer, less convenient, less pleasant, and undercut safety improvements.

6. Modeling Transit-only versus Highway-only scenarios needs to be replaced with real scenarios that address the land use underpinning these investments

Modeling all of the proposed transit investments and proposed highway and road expansion separately but with the same baseline land use does not provide useful information. The lack of transit-supportive land use plans in parts of the middle ring and especially in the outer ring suburbs does not allow the proposed transit investments in these areas to perform as they should.

Also, the simplistic transit-only scenario excluded the proposed local street grid projects and pedestrian and bike improvements in TransAction that are needed to support transit-oriented development and the transit projects, and would help generate higher transit ridership.

CSG and other Northern Virginia organizations have repeatedly requested an integrated and comprehensive, transit-oriented land use, housing, and pricing/demand management scenario with a more feasible and supportive project list. This would provide valuable information to NVTa, and this current plan should be re-done with such an approach.

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Thank you for soliciting stakeholder feedback and for reviewing our comments. Please let us know if you would like to discuss further these recommendations for improving TransAction.

**Written Comments on the Northern Virginia Transportation Authority's
Draft TransAction Update, September 18, 2022
By Allen Muchnick, Active Prince William Board Member**

These comments expand upon the oral statement I delivered at NVTa's September 8, 2022 public hearing. I live in the City of Manassas, and I serve on the board of [Active Prince William](#), an active mobility advocacy group.

The Northern Virginia Transportation Authority's transportation planning and programming processes are fundamentally flawed, starting with its statutory mandate to focus on traffic congestion, while ignoring the critical roles of land use and induced demand as well as the environmental, equity, and traffic-safety problems caused by our region's overdependence on auto travel.

The draft TransAction project list--a discombobulated and non-prioritized hodgepodge of transportation projects submitted by various local agencies--is not an effective tool to implement the TransAction vision of developing "a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience."

Northern Virginia's roadways have been expanded for the past seventy years, yet we still face perpetual traffic congestion, and most NoVA residents will continue to lack viable alternatives to driving alone for most local trips. Repeating the same activity over and over and expecting a different result is the definition of insanity.

Developing an independent Northern Virginia transportation plan that does not reinforce and advance the goals, objectives, and strategies of Visualize 2045--the federally mandated long-range transportation plan for the entire Washington region--is counterproductive and foolish. An unconstrained and un-prioritized transportation project wish list, whose price tag far exceeds the funding that is expected to become available before 2045, is largely a wasteful exercise.

In June 2022, the TPB committed to a strategy of completing all planned segments of its National Capital Trail Network (NCTN) by 2030. Yet, no such planned trail segments are identified in the TransAction project list, and it's likely that many are not even included.

In the TransAction project list, many of the road-widening and interchange proposals do not mention the inclusion of associated pedestrian and bicycling elements, which might be new, upgrades, exact replacements, or preserved pre-existing facilities. For over 18 years, VDOT has operated under a Complete Streets Policy adopted by the Commonwealth Transportation Board. The NVTa also needs to adopt a Complete Streets policy that requires all NVTa-funded projects to incorporate all related pedestrian and bicycling accommodations as safe, direct, and efficient facilities, unless one or more specified exemptions exist.

Another much-needed, yet simple, NVTa reform would require advertised public hearings before the relevant governing body endorses any project for NVTa-related funding.

My review of the TransAction project list will begin with the projects added for this update.

Project #353, a roundabout at Rtes 28 and 234 Business in the City of Manassas, does not describe any pedestrian or bicycling improvements, which this urban project clearly needs.

Project #354, the Route 28 STARS improvements in Yorkshir, mentions the possible addition of a sidewalk but fails to mention much-needed bicycling access via a shared-use path and/or bike lanes.

Project #355, a short extension of Mathis Avenue in Manassas Park, does not mention any pedestrian or bicycling components, although those are clearly needed and expected. Moreover, Project #432 describes essentially the same project.

Project #376, a widening of Route 28 through Yorkshir, is related to Project #354, except it would add two travel lanes. The description of this project omits much-needed pedestrian-bicycle and bus transit improvements.

Projects 377, 379, 380, and 381, all in Prince William County, do not mention any pedestrian or bicycling improvements, although these should be vital components of each project.

Project #382, a bus hub on Mosby St in Manassas, does not mention pedestrian or bicycling access, bicycle parking, or shared micromobility accommodations.

Project #383, an interchange at Route 123 and Old Bridge Road, does not mention much-needed pedestrian and bicycling accommodations.

Project #385, the Horner Road Park and Ride lot, does not mention pedestrian or bicycle access or bicycle parking.

Projects 387-398, all in Fairfax County and most involving the Fairfax County Parkway, all fail to describe critically needed pedestrian and bicycling components.

Project 411, double tracking the Norfolk Southern Railroad west of Nokesville, should include a rail-with-trail component.

Project 412 is a rail-with-trail along the VRE Manassas Line between Alexandria and the City of Manassas.

Project 422, an extension of Conner Drive in Manassas Park, does not mention vital pedestrian and bicycling components. In addition, the scope of this project should be expanded to the northwest to include a grade-separated pedestrian and bicycle crossing of Route 28.

Projects 424, 425, 426, 427, 428, 431, and 432, all in the City of Manassas Park, all fail to describe much-needed pedestrian and bicycling accommodations.

Project 432, which duplicates #355, an extension of Mathis Avenue, does not mention much-needed pedestrian and bicycling accommodations.

Project 441, which overlaps with Project 412, fails to extend the VRE Trail to downtown Manassas.

Project 443, a long-missing shared-use path along Rte 234 north of Rte 294, fails to mention the need to complete the I-66 Trail in Prince William County and to connect it to Bull Run Drive in Fairfax County.

Project 444, a shared-use path along Route 28, erroneously cites Route 29, not Route 28, in the project description.

Project 464, an interchange at the Prince William Pkwy at Hastings Drive, omits critically needed improvements to the Prince William Pkwy Trail at that location.

Project 465, an access road to the Hazy Center, omits needed pedestrian and bicycle components.

The project list omits critically needed pedestrian and bicycle access at the following locations:

- Across Bull Run at I-66, Old Centreville Road, Rte 28/Centreville Rd, and Yates Ford Road
- Across I-66 at or near Sudley Road/Route 234 Business
- Across I-95 at or near Route 123 or Occoquan Road, Prince William Pkwy, Opitz Blvd, Dale Blvd, Cardinal Drive, Dumfries Road, Batestown Rd, and Joplin Rd

Allen Muchnick
9625 Park St
Manassas VA 20110
Allen22204@gmail.com
703-625-2453

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Coalition for Smarter Growth | Active Prince William | Audubon Naturalist Society
Chesapeake Climate Action Network | Faith Alliance for Climate Solutions | Piedmont
Environmental Council | Prince William Conservation Alliance | Sustainable Mobility for
Arlington County | Sierra Club Virginia Chapter | Southern Environmental Law Center
Washington Area Bicyclist Association | YIMBYs of Northern Virginia

September 18, 2022

Honorable Phyllis Randall
Chair
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Re: Recommendations to improve TransAction

Chair Randall and NVTa board members:

We write to you today in support of regional transportation planning that identifies cost-effective, sustainable, and equitable solutions to improve mobility and helps inform investments through NVTa's 6-year program. The draft TransAction plan has many good ideas – like a regional Bus Rapid Transit network – and useful analyses, but it fails to provide a better framework for regional decisionmaking about transportation. NVTa has simply collected every project wish of every member jurisdiction and agency, and added dozens of new projects on top of these. This is not a plan.

We call on NVTa to create a new approach that addresses land use and housing, keeps us safe from climate catastrophe, leverages innovative demand-management strategies, and prioritizes a network of vibrant walkable, bikeable, inclusive transit-oriented communities. An improved TransAction would better inform the identification of candidate projects for NVTa regional funding and would make the selection process more transparent, methodical, and responsive to regional needs.

This \$76 billion unconstrained plan is neither realistic nor informative. We won't have anywhere close to \$76 billion to spend on transportation during the next 25 years. And we have other critical unmet needs that have huge impacts on transportation, such as building and preserving affordable housing near jobs and transit, reducing and eliminating deaths and serious injuries on our roadways, and upgrading our infrastructure to handle the unavoidable impacts of climate change.

We cannot afford to build all of TransAction's projects, nor should we. NVTa's own analysis demonstrates that if we did, the region would not meet its greenhouse gas reduction targets – even factoring in rapid electric vehicle adoption – and residents would be stuck driving even more miles on average. This is due to induced demand from road capacity expansion, a well-studied phenomenon that the plan notably ignores. To continue with the same expensive, carbon-intensive, and ineffective approaches to congestion is fiscally irresponsible and frankly unconscionable given the realities of climate change.

Numerous studies, including one by our own National Capital Region Transportation Planning Board (TPB), confirm that to adequately cut the largest source of emissions in the region – transportation – we must *both* transition vehicle technology and reduce per capita vehicle miles traveled. And we must do these urgently, with significant improvements by 2030. To ignore any of these necessary elements means accepting climate catastrophe.

NVTA itself has remarked that there are smarter ways to improve regional mobility than TransAction's current approach. Its Technology Strategic Plan states that "expanding infrastructure capacity, especially highway capacity, presents multiple challenges in mitigating this congestion (due to the phenomena of induced demand) and achieving NVTA's goals of equity, sustainability and safety..." The TransAction scenario analyses show that incentives and pricing, with equity provisions incorporated, and anticipated lasting increases in teleworking achieve largely the same improvements without spending \$76 billion and paving over Northern Virginia.

The region's leaders, through the Metropolitan Washington Council of Governments (MWCOC), have set a goal of locating 75% of new housing units near good transit and walkable activity centers, building enough housing to meet demand, and making 75% of all new units affordable. The TPB found that achieving these targets would reduce congestion by 20%, in addition to the tremendous environmental and equity benefits. Improvements to our transit system, safe walking and biking infrastructure and roadway design, local street grids in our activity centers, travel demand management programs, pricing and incentives, and targeted limited road capacity improvements would complement a mobility strategy that recognizes land use and housing.

To be an effective guiding plan for our transportation investments, TransAction must:

- Provide a more focused package of transportation improvements that better reflects adopted regional policies on transportation, climate, housing, and equity;
- Address the transportation-land use nexus by developing and modeling alternative project packages and smart growth land use scenarios;
- Move forward the incentives, pricing, and demand-management initiatives studied in the scenario analysis and supported by NVTA's Technology Strategic Plan – this could include establishing a regional working group with other agencies; and
- Facilitate meaningful public involvement from the start, including when local jurisdictions develop their project submissions.

An improved TransAction is key to an improved Six-Year Program and would complement the recommendations outlined in our July [joint letter on the Six-Year Program](#). Taken together, these changes can help provide meaningful guidance and support regional transportation planning and funding that better benefits all residents and workers in Northern Virginia and protects our planet.

Thank you for your efforts to improve transportation in our region and your attention to stakeholders.

Stewart Schwartz
Executive Director
Coalition for Smarter Growth
stewart@smartergrowth.net

Mark Scheufler & Allen Muchnick
Co-Chairs
Active Prince William
Active.PrinceWilliam@gmail.com

Renee Grebe
Northern Virginia Conservation Advocate
Audubon Naturalist Society
renee.grebe@anshome.org

Zander Pellegrino
Northern Virginia Grassroots Organizer
Chesapeake Climate Action Network
zander@chesapeakeclimate.org

Andrea McGimsey
Executive Director
Faith Alliance for Climate Solutions
andrea@faithforclimate.org

Chris Miller
President
Piedmont Environmental Council
cmiller@pecva.org

Kim Hosen
Executive Director
Prince William Conservation Alliance
khosen@pwconserve.org

Chris Slatt
President
Sustainable Mobility for Arlington County
Hello@susmo.org

Cheri Conca
Transportation and Smart Growth Program Manager
Sierra Club Virginia Chapter
cheri.conca@sierraclub.org

Morgan Butler
Senior Attorney
Southern Environmental Law Center
mbutler@selcva.org

Jeremiah Lowery
Advocacy Director
Washington Area Bicyclist Association
jeremiah.lowery@waba.org

Luca Gattoni-Celli
Founder
YIMBYs of Northern Virginia
potentiaeromanorum@gmail.com



September 17, 2022

Honorable Phyllis Randall
Chair
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chair Randall and Members of the NVTB Board:

The Virginia Sierra Club supports cleaner transportation options that reduce greenhouse gas emissions, improve air quality and give people more choices in how they travel. While TransAction has many good ideas, this \$76 billion list of projects does not constitute a viable plan for addressing our region's transportation and environmental problems. We can and must develop a more focused plan of transportation improvements that will both address our traffic congestion issues and reduce greenhouse gas emissions.

Fundamentally, the draft TransAction plan fails to provide a framework for regional decisionmaking about transportation. NVTB has simply collected every project wish of every member jurisdiction and agency, and added dozens of new projects on top of these. We cannot afford to build all of these projects, nor should we. NVTB's own analysis demonstrates that if we did, residents would be stuck driving even more miles on average (TransAction Summary Report, p. 16).

Numerous studies, including one by our own National Capital Region Transportation Planning Board (TPB), confirm that to adequately cut greenhouse gas emissions from transportation, we must both transition vehicle technology and reduce per capita vehicle miles traveled. (See [TPB Climate Mitigation Study of 2021: Report Findings, December presentation.](#))

The path to addressing global warming and reducing congestion is not complicated. It involves expanding housing near our transit stations, building out the bus rapid transit network, and making active transportation modes like walking and bicycling easier and safer for daily trips. The region's leaders, through the Metropolitan Washington Council of Governments (MWCOC), have set a goal of locating 75% of new housing units near good transit and walkable activity centers, building enough housing to meet demand, and making 75% of all new units affordable. The TPB found that achieving these targets would reduce congestion by 20% and achieve significant environmental and equity benefits. Improvements to our transit system, safe walking and biking infrastructure and roadway design, local street grids in our activity centers, travel demand management programs, pricing and incentives, and targeted limited road capacity improvements would complement a mobility strategy that recognizes land use and housing.

We appreciate that this TransAction update has added many new transit and active transportation projects. In particular, we are encouraged by NVTAs increased focus on developing a bus rapid transit network. Below is a selective list of Transaction projects across the region that would move us toward a more sustainable and equitable transportation system and should be prioritized:

Fairfax

- #31: Route 7 Transit: Tysons to Mark Center
- #32 - Route 28 Corridor High-Capacity Transit Manassas to Dulles Town Center
- Construct High Capacity Transit service along I-495 from the Metrorail Blue Line at Franconia-Springfield via the Metrorail Yellow Line in the City of Alexandria and Branch Avenue on the Metrorail Green Line in Prince George's County, Maryland. Note: This project should be incorporated in the current environmental studies and planning for this section of 495.
- #36: American Legion Bridge High-Capacity Transit
- #37: Merrifield-Tysons High Capacity Transit - on Gallows Road and Annandale Road between Tysons and Annandale via Fairfax Hospital in Merrifield.
- #43: Implement enhanced bus service on Route 236 between Fair Oaks and Landmark Mall. Improvements may include additional vehicles required to operate the service, maintenance/storage facilities, customer information, mobility hubs, bus stops and access facilities.

Prince William

- #93: VRE Fredericksburg Line Rail Capacity Improvements
- #300: VRE Manassas Line Rail Capacity Enhancements
- #355: Mathis Avenue Extension
- #354: Route 28-Centreville Road Corridor Improvements (as superior alternative to Godwin Drive extension)
- #429: Manassas Park Trails Construction

Loudoun

- #13: Transit Connections to Silver Line Phase II Stations
- #19: Davis Drive Extension and Dulles Toll Road-Rock Hill Overpass
- #288: Loudoun Metrorail Station Pedestrian Improvements
- #372: Sidewalk and Trail Additions to Provide Multimodal Connections to Activity Centers

Arlington

- #40 Columbia Pike Express Transit Network
- #62 East Falls Church Metrorail Station Second Entrance
- #71 Route 29 bus improvements

Alexandria

- #41 Duke Street Transitway
- #42 West End Transitway
- #85 DASH Transit Service Enhancements and Expansion

Falls Church

- #66: Falls Church Multimodal Improvements
- #134: Falls Church Enhanced Regional Bike Routes (W&OD)
- #333: Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners
- #334: Falls Church Metro Station Access
- #335: Falls Church Regional Bicycle Connections
- #356: City of Falls Church Greenway and Parkway Network

City of Fairfax

- #137: Improve access to Metrorail and regional trails
- #373: Implement multimodal improvements, improve intersections and local connections, and improve transit service along Route 236
- #374: Implement multimodal improvements, improve intersections and local connections, and improve transit service in the Old Town

On the other hand, sprawl-inducing projects such as an Outer Potomac crossing (#23) and Battlefield Bypass (#254) would only set the region back and should be removed from the plan. Evaluation of road capacity expansions, especially adding new through lanes and interchanges, should take into account induced demand (e.g, the amount of new trips and traffic that will be generated by expanding capacity).

We hope that in the ensuing months NVTa will take a close look at the plan and slim it down so that it provides a more effective guide for our transportation investments.

Sincerely yours,



Douglas Stewart
Co-Chair, Transportation

Cc:

Monica Backmon, CEO

Keith Jasper, Principal, Transportation Planning and Programming

Sree Nampoothiri, Senior Transportation Planner

Erika Hawksworth, Communications and Public Affairs Manager

Draft TransAction Plan Public Comments

Comments by Email

August 1 -September 18, 2022

Two comments were received by email. One each came to TransAction@thenovaauthority.org and theauthority@thenovaauthority.org

ID	Date	Name
1	9/8/2022	Bernard Berne
2	9/9/2022	Daniel Pinegar

From: Bernard H. Berne < >
Sent: Thursday, September 8, 2022 9:26 PM
To: TransAction
Subject: Testimony at the NVTa's public hearing for TransAction 2040 on September 8, 2022

I presented oral testimony during the Northern Virginia Transportation Authority's public hearing on TransAction 2040 on September 8, 2022. This testimony, which I have edited for clarity and to add references, follows. Please add the testimony below to the record of that hearing and to the comments received during the public comment period for TransAction 2040.

Thank you.

Bernard Berne
Arlington, Virginia 22203

TESTIMONY

TransAction 2030 had the following goal: "Respect historical and environmental factors" (see <https://thenovaauthority.org/planning/long-range-transportation/transaction-2030/transaction-2030-overview/>). In contrast, the proposed TransAction 2040 has no such goal. To protect Northern Virginia from the adverse environmental impacts that transportation projects inevitably create, please add that goal to TransAction 2040.

TransAction 2040's draft project list has many projects that create impervious surfaces, thus adding stormwater runoff to rivers and streams. Some projects pave over natural areas.

Arlington County's Project ID #72 (Arlington Regional Trail Network) is one of the most destructive projects on the list. That project will widen five bike/pedestrian trails. All of these trails travel through public parks and green space. These "paving the parks" projects will destroy trees, meadows and wildlife habitat and will increase stormwater runoff while decreasing the parks' attractiveness.

NOVA Parks Project ID #406 (W&OD Regional Trail Capacity and Connectivity Enhancements) will double the width of the W&OD Trail in Arlington, Fairfax County, Vienna, Reston, Herndon, Loudoun County and Leesburg, increasing the width from 10-12 feet to 21 feet. That project has similar environmental impacts to those in Arlington's project number 72.

Each of the trails in the two projects travel through parks whose predominant use is recreation, not transportation. Please therefore remove those projects from the draft list.

The federal government recognizes that transportation projects that use public parks and recreation areas can damage the environments of those areas. 23 U.S. Code § 138, entitled "Preservation of parklands" therefore states: "It is declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands" (see <https://www.law.cornell.edu/uscode/text/23/138>).

Section 138 further states that the Secretary of Transportation “shall not approve any program or project which requires the use of any land from a public park or recreational area unless there is no feasible and prudent alternative to the use of such land.” Please therefore add to TransAction 2040 a policy and requirement that is similar to those in 23 U.S. Code § 138.

The NVTAs rates and ranks projects according to their Congestion Reduction Relative to Cost (CRRC). It is important to recognize that trail projects usually have lower costs than do highway and transit projects.

Trail projects therefore often receive high priorities for funding, even when their reductions in roadway congestion are minimal or non-existent and when they harm the environment. TransAction 2040 should therefore assure that the NVTAs ranks bike/pedestrian trail projects against each other, rather than against projects involving other types of transportation modes.

From: Daniel Pinegar <>
Sent: Friday, September 9, 2022 9:03:29 PM
To: The Authority <theauthority@thenovaauthority.org>
Subject: Re: Authority Meeting & TransAction Public Hearing Highlights

This actually violates the US Constitution and makes your entire notice and comment period invalid.

HOW: The public can provide one comment submission per person by choosing one of the following mediums:

-----Original Message-----

From: Northern Virginia Transportation Authority
<theauthority@thenovaauthority.org> To:
Sent: Fri, Sep 9, 2022 2:33 pm
Subject: Authority Meeting & TransAction Public Hearing Highlights

The Authority Report

[View this email in your browser](#)



Northern Virginia Transportation Authority

THE AUTHORITY REPORT



TransAction Public Hearing and Authority Meeting Highlights



September 9, 2022

On Thursday, September 8, 2022, the **Northern Virginia Transportation Authority** hosted its **TransAction Update Public Hearing** and **Authority business meeting** in a hybrid format.

TransAction Update Public Hearing



Phyllis J. Randall, Chair, Northern Virginia Transportation Authority and Loudoun County Board of Supervisors, kicked off the TransAction Update Public Hearing with welcome remarks, followed by NVTA's CEO **Monica Backmon**'s [presentation](#) on TransAction, Northern Virginia's long-range transportation plan.



Monica Backmon, NVTA CEO, presents the TransAction Overview.

The presentation began with a **video overview about the TransAction Plan** and how the public can **participate**.



During the Public Hearing, the **public had an opportunity to comment** on the [TransAction Plan](#) and [429 candidate transportation projects](#), also available in a [sortable digital format](#). As NoVA's population is anticipated to grow by 23% and employment by 33%, the TransAction Plan identifies the growing needs for multimodal travel throughout the region, expanding beyond Northern Virginia.

We **thank everyone who took the time to participate** in last evening's TransAction Update Public Hearing. In total, **21 people provided testimony**.



The **12 participants who provided comment in person** and **nine participants who provided remote testimony** were residents of NoVA and Maryland, some of which were representing the business community, non-profit organizations, a civic association, environmental groups, and the cycling community. The public provided comments on investment in rail; transit accessibility; safety; emissions reduction; more bike and transit options; more cross-county roadway projects; and more.

Public comment is an important component in the TransAction Update process, and it's not too late to provide us your feedback. The **TransAction Public Comment Period continues through September 18, 2022 at 11:59 p.m. ET.**

After the public comment period has closed, NVTA staff will combine and review all public comments and finalize analysis. The Authority is anticipated to adopt TransAction during its December 8th business meeting.



Let Your Voice Be Heard!

Don't Miss an Opportunity that Happens Once Every Five Years.

HOW: The public can provide one comment submission per person by choosing one of the following mediums:

- **Online:** Submission Form ([English](#), [Spanish](#) and [Korean](#))
- **Voicemail:** 571-354-0065
- **Mail:** Northern Virginia Transportation Authority, 3040 Williams Drive, Suite 200, Fairfax, VA 22031

LEARN MORE: nvtatransaction.org/participate

Watch the TransAction Update Presentation and Public Testimony |

Authority Meeting



Draft TransAction Plan Public Comments

Comments by Voicemail

August 1 - September 18, 2022

Date	Name	Comment
8/21/2022 12:30pm	Paula Doyle	Hi, it's Paula Doyle 22101. That's McLean. I would like to provide a comment on the TransAction plan out of the McLean. I don't understand why there is not a direct bus route that leaves somewhere from after the GW Parkway or the CIA and go straight up to the Tyson's area with all the metro stops there, with the mall there, all the new development. It makes absolutely no sense that it has it doesn't go straight up there. I would think people that live maybe in Ashburn or somewhere, they want to work at they work inside the CIA or Homeland Security would love to take that subway and get off there. I don't understand. I would like to get on the bus, maybe go up to the mall when I get older when I can't drive, or for example, but it is absolutely no sense that you don't have a bus route that goes there. Instead, it takes you through McLean and to Falls Church station. I know ridership is low now because the Covid, but you need to think down the road. Thank you.