

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

May 10, 2007

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the April 18th TPB Meeting

The attached letters were sent/received since the April 18th TPB meeting. The letters will be reviewed under Agenda #5 of the May 16th TPB agenda.

Attachments

A legacy of regional cooperation, a commitment to a vibrant future

May 8, 2007

The Honorable Muriel Bowser
Council Member-Elect
Council of the District of Columbia
Wilson Building
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

District of Columbia
Bladensburg*
Bowie
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County
*Adjunct member

Dear Council Member-Elect Bowser:

Please accept the congratulations of the Metropolitan Washington Council of Governments (COG) on your election to the Council of the District of Columbia. As a newly elected official, you are now a member of the regional association representing more than 250 public officials.

COG is comprised of elected officials from the District of Columbia and 20 suburban local governments. Members of the Congress and Maryland and Virginia legislators representing the Washington metropolitan area also are COG members.

Founded in 1957, the Metropolitan Washington Council of Governments is an independent, nonprofit association supported by local governments, federal and state grants and contracts, and contributions from foundations and the private sector.

The elected officials of COG envision the National Capital Region as the best place to live, work, play and learn. COG promotes regional partnerships, develops best practices, and applies cutting-edge technologies to facilitate realizing this vision.

Through COG, local government members work in partnership with state and federal government agencies and the private sector to address regional transportation, environmental, human services, planning and public safety issues.

Enclosed is a copy of a letter from Vincent Gray, Chairman, Council of the District of Columbia, appointing you to the Transportation Planning Board (TPB). The TPB is responsible for developing regional transportation policy and a long-range transportation plan for the National Capital Region. Ron Kirby, COG's Director of Transportation Planning, will send more information on the TPB to you in the coming weeks.

I have enclosed information on COG and its programs. We look forward to your active participation and assisting you in serving your constituents.

Sincerely,



David J. Robertson
Executive Director

Wel come back to COG!



COUNCIL OF THE DISTRICT OF COLUMBIA

WASHINGTON, D. C. 20004

VINCENT C. GRAY

Chairman

January 26, 2007

David Robertson, Executive Director
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.,
Suite 300
Washington, D.C. 20002-4226

Via Fax: 202-962-3201

Dear Mr. Robertson:

This letter confirms the appointment or re-appointment of the following members of the Council of the District of Columbia to the following board and policy committees of the Metropolitan Washington Council of Governments ("COG") for the year 2007:

Board of Directors:

Chairman Vincent Gray
Carol Schwartz
Phil Mendelson (alternate)

National Capital Region Transportation
Planning Board

Phil Mendelson
Jim Graham
Ward 4 Councilmember

Metropolitan Washington Air Quality Committee

Phil Mendelson
Harry Thomas, Jr. (alternate)

Metropolitan Development Policy Committee

Carol Schwartz

Human Services Policy Committee

Tommy Wells

Public Safety Policy Committee

Phil Mendelson

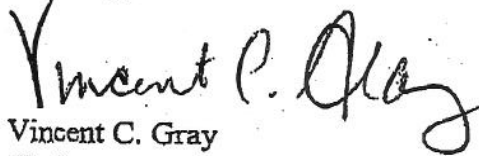
Committee on Noise Abatement at National
and Dulles Airport

Jim Graham

Chesapeake Bay Policy Committee

Ward 7 Councilmember

Sincerely,



Vincent C. Gray
Chairman

cc: Councilmembers
Secretary



April 16, 2007

Catherine Hudgins
Transportation Planning Board Chairwoman
Fairfax County Board of Supervisors
12000 Government Center Parkway
Fairfax, Virginia 222035-0065

RE: Capital Beltway HOT Lanes Project

Dear Chairwoman Hudgins:

I am a Vice President of Development for Macerich, the owner and manager of the Tysons Corner Center. I am writing to provide the Transportation Planning Board ("TPB") important comments regarding the Capital Beltway HOT Lanes project. Although the TPB has already agreed to advance the Capital Beltway HOT Lanes project, I understand that the contractors for this project are asking for TPB endorsement of a similar proposal for I-95/I-395 tomorrow. Accordingly, I wanted to bring our concerns to your attention.

Macerich is actively engaged in northern Virginia's efforts to enhance our transportation infrastructure. For example, Macerich is a major supporter of the Dulles Rail Metro Project, paying close to \$2 million in special district taxes to help support rail this year alone. Assuming reasonable increases in tax assessments and rates, our total payments over the entire life of the district will exceed \$40 million.

As you know, we have just concluded a three-year process of entitlement and transportation review with Fairfax County, under which Macerich agreed to implement a number of major road and transportation improvements, including:

- An \$8.2 million widening of the Westpark Bridge (a critical link between Tysons I and Tysons II);
- The dedication of land that will accommodate the widening of Route 123/Chainbridge Road along our frontage and the widening of the ramp onto the southbound lanes of Capital Beltway;
- The widening of Route 7 across from Tysons Corner Center's entrance, which will extend eastward to I-495;
- Enhancements to International Drive;
- Dedication of land and construction of the Metrorail entrance pavilion and bus transfer plaza in front of the mall on Route 123/Chainbridge Road; and

- A 10-year commitment to make contributions of \$1.35 million that will be used to implement a van and shuttle system in and around Tysons Corner (similar, for example, to the ART system in Arlington, LINK in Reston and TAGS in Springfield).

We summarize the foregoing because we want to impress upon you our continuing, earnest commitment to enhance the transportation infrastructure of Fairfax County and Tysons Corner. While we are supportive of the goals and objectives of the HOT lanes project, we have major concerns and reservations about the adequacy of the proposed Capital Beltway HOT lanes connections serving the Tysons Corner area. Currently, the proposed Westpark Bridge HOT lanes connection is the only fully functioning Tysons Corner connection planned for Phase I. As such, it will increase traffic on Tysons Corner Center's private Ring Road, restrict pedestrian/bicycle circulation across the Westpark Bridge and contribute to the further deterioration of air quality with lengthy HOT lanes queues.

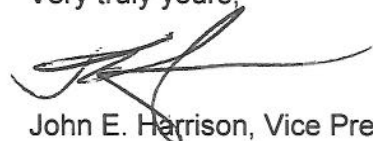
If however, the Jones Branch connection proposed for Phase 2 was built-out at the same time as the Westpark Bridge, the impacts may be sufficiently mitigated.

We have asked the Virginia Department of Transportation and the Federal Highway Administration to require the preparation and submission of a supplementary Environmental Impact Statement by the project. Our letter to VDOT is enclosed for your review.

Given the significant changes the contractor is proposing in interstate access points for the Capital Beltway HOT lanes, as detailed by our enclosed letter, we respectfully request that the Transportation Planning Board require the contractors to revisit its process and to finally and adequately address the concerns that we have articulated over the past two years.

Thanks to you and your colleagues for considering this important matter.

Very truly yours,



John E. Harrison, Vice President

cc: TPB Board Members
Ronald Kirby
Melanie Heywood, Macerich
Michael Busenhart, Macerich
Charles Cope, Macerich
Antonio Calabrese, Esq., Cooley Godward Kronish, LLP
Jill Switkin, Esq., Cooley Godward Kronish, LLP



April 6, 2007

Roger Boothe
Virginia Department of Transportation
Capital Beltway HOT Lanes Project Manager
14685 Avion Parkway
Chantilly, Virginia 20151-1104

RE: Capital Beltway HOT Lanes

Dear Mr. Boothe:

I am a Senior Vice President of Macerich, the owner and manager of Tysons Corner Center. I am writing to you to provide comments regarding the Final Environmental Impact Statement ("EIS") for the proposed Capital Beltway HOT Lanes project and to request that a supplemental EIS be prepared, and be subject to public review and comment, before construction of the HOT Lanes commences.

Preliminarily, let me say that Macerich is supportive of the goals and objectives of the HOT Lanes project. However, since the Federal Highway Administration ("FHWA") issued the Record of Decision ("ROD"), Fluor/Transurban has proposed substantial changes to the Beltway HOT Lanes access points from those shown in the EIS. Rather than connecting to the Beltway at Route 123, revised plans call for an access point at the Westpark Bridge. As such, and for the reasons described below, the National Environmental Policy Act ("NEPA") requires preparation of a supplemental EIS.

I. Legal Background

Central to NEPA's procedural focus is the requirement that agencies are obligated to prepare an EIS for proposals of major actions that significantly affect the quality of the human environment. Preparation of an EIS serves the national policy of protecting and promoting environmental quality in two ways. First, it ensures that an agency, when deciding whether to approve a project, will carefully consider, or take a "hard look" at the project's environmental effects. Second, it ensures that relevant information about a proposed project will be made available to members of the public so that they may play a role in both the decision-making process and the implementation of the decision.

Although an EIS has been prepared for the Beltway HOT Lanes project, and a ROD has been issued with respect to the scope and elements of the project contemplated by the EIS, it is important to remember that the preparation of an EIS does not complete an agency's NEPA duties. NEPA requires agencies to take a hard look at the environmental consequences of their proposed projects, even after an EIS has been prepared. As noted by the Fourth Circuit, "an agency must prepare a supplemental EIS when '[t]here are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.'" Hughes River Watershed Conservancy v. Glickman, 81 F.3d 437, 443 (Cir. 4th 1996).

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Santa Monica, CA 90401-1452
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www.macerich.com

In other words, a supplemental EIS is required when "(1) the agency makes substantial changes in the proposed action that are relevant to environmental concerns," or "(2) there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts." 40 C.F.R. Section 1502.9(c).

We believe that the facts and circumstances trigger the need for a supplemental EIS in this situation.

II. Substantial Changes and Significant New Circumstances

As noted above, the interstate access points for the Beltway HOT Lanes have been substantially changed by Fluor/Transurban from those approved as part of the ROD. As a result, the Westpark Bridge connection will be the only direct access point in Tysons Corner for vehicles traveling to and from points to the north of Tysons Corner, including traffic that is destined to or from Maryland. From the meager traffic data provided by Fluor/Transurban to us, which after nearly two years of intermittent discussions and repeated requests for information amounts to a single sheet of paper, the projected increase in traffic on the Westpark Bridge and on Tysons Corner Center's private Ring Road (the "Ring Road"), will have significant environmental impacts not already considered in the EIS. Accordingly, a supplemental EIS must be prepared.

These environmental impacts are based on the fact that Fluor/Transurban has ***substantially understated*** the environmental impacts of its revised plans. In 2003, at the beginning of a rezoning process for Tysons Corner Center, we retained Wells & Associates, LLC ("Wells"), a traffic engineering and transportation planning firm, to complete a county-required Traffic Impact Study ("TIS"). The TIS included traffic counts of the then-existing traffic on the Ring Road. In an effort to coordinate the exchange of information, we provided Fluor/Transurban with copies of the TIS on no less than three occasions, the first of which was on June 27, 2005.

When comparing the Wells TIS to Fluor/Transurban's data, the comparison shows that:

- Fluor/Transurban's 2030 forecast for through volumes on the Ring Road at its intersection with the Westpark Bridge are less than actual counts conducted in 2003.
- Fluor/Transurban's 2030 HOT Lanes volume projections are approximately 55 percent lower during the AM peak hour and 26 percent lower during the PM peak hour at the Ring Road/Westpark Bridge intersection than Wells' forecasts for 2016, fourteen years earlier. This equates to a 442-car differential in the AM peak hour and 906-car differential in the PM peak hour.
- The Fluor/Transurban 2030 volume projections assume that a HOT Lanes connection at Jones Branch Drive will be in operation. This connection was not approved with the EIS, and we understand that the plans to construct this interchange are not imminent. Until this connection is constructed, therefore, the counts at the Westpark Bridge interchange will be even higher than indicated. The additional traffic that Fluor/Transurban ascribes to Jones Branch Drive in 2030 is 2,213 vehicles in the AM peak hour and 2,253 vehicles in the PM peak hour.

Although some variability in traffic forecasts is to be expected given that the analyses by Wells and Fluor/Transurban used data with different scopes and at different levels of detail, such widespread discrepancies are of significant concern and merit further and independent review. Unfortunately, while Fluor/Transurban had our TIS as early as June 2005, it only engaged a consultant to attempt to reconcile these discrepancies two months ago. To date, we have received no further information.

The prospect of lengthy HOT Lanes queues adds further support to the conclusion that a supplemental EIS is required. Fluor/Transurban proposes to provide only 400 feet of stacking distance along the Westpark Bridge between the Ring Road and the proposed HOT Lanes intersection. Additional capacity will likely be required to accommodate the projected queues to ensure that traffic does not back up from the Westpark Bridge onto the HOT Lanes for those exiting the HOT Lanes, or onto the Ring Road for those entering the HOT Lanes.

Our analysis of the data indicates that as a result of the additional HOT Lanes traffic, motorists traveling on the Westpark Bridge and the Ring Road would experience significantly increased delays. For example, motorists turning left from the Westpark Bridge onto the TCC Ring Road would experience delays of 2 minutes, 38 seconds during the AM peak hour, or more than a 400% increase in delay over conditions without the HOT Lanes. Motorists turning left from the Ring Road onto the Westpark Bridge would experience delays of 4 minutes, 23 seconds during the PM peak hour, or more than a 600% increase in delay over conditions without the HOT Lanes. Additionally, motorists turning left from Route 7 onto the Ring Road incur delays of 1 minute, 33 seconds during the AM peak hour, or a 78% increase in delay over conditions without the HOT Lanes. During the PM peak hour, motorists making this maneuver would wait 4 minutes, 56 seconds or 300% longer than conditions without the HOT Lanes.

In addition to our concerns with traffic delays and additional traffic, we understand that Fluor/Transurban proposes to scale back the pedestrian/bicycle improvements that Tysons Corner Center had proffered to Fairfax County for widening of the Westpark Bridge. This is disconcerting given the time and effort spent working with Fairfax County to agree upon a widened bridge that would enhance the pedestrian and bicycle experience and provide an important connection across Route 123 for those traveling other than by motor vehicle.

All of the foregoing raises important questions about the proposed relocation in interstate access points from Route 123 to the Westpark Bridge. It seems clear that there are significant environmental impacts such as traffic and air quality that have not already been considered. The full extent of those impacts, however, is presently unknown.

III. Process Concerns.

We are, to be blunt, very troubled by the process for the proposed modifications. Despite frequent requests from Tysons Corner Center, and a specific request from the Fairfax County Board of Supervisors for "coordination with the County and adjacent property owners should changes to access from that proposed in the Final EIS be made," Fluor/Transurban has been less than forthcoming with its revised plans. Preliminary discussions about a possible interstate access point directly to the mall Ring Road were first held in June of 2005, long before approval

of the Final EIS, and again between December, 2005 and May, 2006. Subsequently, in May 2006, we were made aware of an alternative connection point at the Westpark Bridge. The Record of Decision for the Final EIS was issued in June 2006 without the consideration of the alternate connections.

By December of 2005, it had become clear that Fluor/Transurban was moving through the NEPA process with an intended scope for the project, and new HOT Lanes access points, that were not identified in the EIS and without inviting public comment on those changes. When Tysons Corner Center requested information on the proposed access points, it was told that, in return for receipt of that information, its representatives would have to sign a "Secrecy Agreement." As Tysons Corner Center refused to sign such an agreement, it was refused access to Fluor/Transurban's revised plans. Only in December of 2006 was Tysons Corner Center finally given preliminary engineering plans for the proposed Westpark Bridge connection. The foregoing is particularly disturbing in light of NEPA's charge that relevant information about a proposed project must be made available to members of the public so that they may play a role in both the decision-making process and the implementation of the decision.

Most recently, representatives of Fluor/Transurban have told us that they recognize that the discussions between our companies about the Westpark Bridge connection are not complete and are pending agreement. Nevertheless, we learned last week that Fluor/Transurban has taken steps to obtain a determination from FHWA that a supplementary EIS is not required. The inadequacy of disclosure and transparency in this process is clearly intended to do an "end run" around stakeholders and members of the public.

Along these lines, it bears mention that Cambridge Systematics, the traffic consultant hired by Fairfax County's Tysons Corner Land Use Task Force to conduct traffic modeling during its Comprehensive Plan amendment process, has not yet received information or data from Fluor/Transurban. Without the communication and sharing of information between Fluor/Transurban and Cambridge Systematics, the analysis for the Tysons Land Use Task Force is likely to be flawed, because accurate HOT Lanes information will not be included or considered.

We are also concerned that Fluor/Transurban has not initiated contact with Tysons Corner landowners to discuss congestion management that will be necessary during the 5-year construction of the HOT Lanes. This is of particular concern considering the simultaneous construction of the Dulles Corridor Metro Rail Project. We believe that Fluor/Transurban's assertion at page 2-26 of the EIS that "proposed modifications of this interchange were coordinated closely with DRPT and WMATA to ensure that the changes would not preclude construction of the proposed extension of Metrorail service to Tysons Corner and Dulles Airport" is, viewed in its most favorable light, a major overstatement of its progress.

As you can see from the foregoing, there are significant new circumstances and information relevant to environmental concerns such that a supplemental EIS is required before construction of the HOT Lanes project can begin. We look forward to participating in that process and will make every effort to assist you in your review by providing you with supplementation of the facts related above.

We appreciate your time and consideration in this matter.

Very truly yours,



Melanie Balfour Heywood
Senior Vice President, Development

cc: Jim Moran, United States Congress
Edward Sundra, Federal Highway Administration
Thomas Jennings, Federal Highway Administration
Pierce Homer, Virginia Secretary of Transportation
Gerald E. Connolly, Fairfax County Board of Supervisors
Linda Smyth, Fairfax County Board of Supervisors
Cathy Hudgins, Chair, Transportation Planning Board
Senator Janet Howell, Virginia State Senate
Delegate Jim Scott, Virginia House of Delegates
Kathy Ichter, Fairfax County Department of Transportation
Doug MacTavish, Fairfax County Department of Transportation
Rick Stevens, Fairfax County Department of Transportation
Michael Busenhart, Macerich
John Harrison, Macerich
Mark Foerster, Macerich East Development
Antonio Calabrese, Cooley Godward Kronish, LLP
Jill Switkin, Cooley Godward Kronish, LLP
George Biediger, Fluor Daniel

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEMORANDUM

May 9, 2007

TO: Transportation Planning Board

FROM: Ronald F. Kirby *RJK*
Director of Transportation Planning

SUBJECT: Comments Received On-line and via E-mail after the Public Comment Period Closed on April 14, 2007 on Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2007 CLRP and FY 2008-2013 TIP

At the April 18 meeting, the Board was briefed on comments received and recommended responses on the project submissions for the 2007 CLRP and the FY 2008-2013 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period closed on April 14.

Attached are copies of comments received on-line and via e-mail after the public comment period closed on April 14. A summary of the comments shows:

91 comments in opposition to including the I-66 Spot Improvement project in the 2007 CLRP.

1 comment in support of including the I-66 Spot Improvement project.

3 comments in opposition to including the I-95/395 HOT lane project.

5 comments in opposition to including the Study of the Manassas National Battlefield Bypass.

Public Comments Received Since April 15, 2007

Comment in opposition to the I-66 Spot Improvements

Submitted by: An Individual

Allegetti, Adrienne

Riverdale, MD 20737

4/18/2007

Subject: I-66 Expansion

I bike to work on a regular basis from MD to Ballston in VA and take the Custis Trail. I feel that the so-called I-66 "spot improvements" involve neither spots nor improvements and are unnecessary, counterproductive, and unwarranted. And if the so called "improvements" affect the trail in any way, a significant % of people who commute to work in VA by bike will be significantly affected. This VDOT project is merely a thinly disguised scheme to shoehorn three large segments of a third westbound I-66 travel lane with minimal consideration of it's adverse environmental and regional travel impacts. Moreover, it disregards clearly superior alternatives, strong local opposition, and the landmark 1977 Record of Decision, by USDOT Secretary William Coleman, that established I-66 inside the Capital Beltway as four managed freeway lanes with Metrorail in the median. Congestion on I-66 could be eliminated immediately, permanently, and with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only.

ALLEGRETTO, JAMES

ARLINGTON, VA 22209

4/17/2007

Subject: don't widen I66

Congestion on I-66 could be eliminated immediately, permanently, and with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only. HOV restrictions should be more restrictive for vans, SUVs or other oversized 1 passenger vehicle while smaller 2 seaters or compacts should be less restrictive. The key here is wasting space. Smaller cars take up less space!

Anderson, Leslie

Arlington, VA 22207

4/16/2007

Subject: In Opposition to the proposed CLRP Project Submissions

The proposal to widen Route 66 is extremely disheartening; Arlington should be tackling transportation problems like the family-friendly, urban area it is, by improving mass transportation and creatively incenting residents to REDUCE automobile usage, not increase it! And the very idea of widening Arlington County highways in order to cram more automobiles from commuters who live further west of our county is appalling. Thomas Friedman published a compelling article this weekend in the NY Times about how America must begin to act and legislate "green" in order to regain our competitive & diplomatic edge -- not to mention preserve our planet. As of today, it is the #1 emailed article in the Times. When we moved to Arlington from DC in 2006, one of the reasons we did so was because we believed it to be an intelligent, ethical community that recognizes the economic and environmental principles outlined by Friedman and would act as an EXAMPLE for other U.S. communities. The decision to widen 66 represents just the opposite: a small, politically-driven solution that will directly impair quality of life of current Arlington residents and works toward no positive, long-term goals. It is a decision we should be embarrassed to make, for the precedent it sets for our neighboring, traffic-packed counties. We should be raising the bar when it comes to urban planning, not lowering it! I respectfully encourage the Arlington County Board to read Friedman's article and -- for the sake of Arlington residents and our children -- to think bigger than this.

<http://www.nytimes.com/2007/04/15/magazine/15green.t.html?em&ex=1176868800&en=6d53d735b961773d&ei=5087%0A> Sincerely, Leslie Anderson

Ansaldo, Joseph

Arlington, VA 22201

4/17/2007

Subject: Don't widen 66!

If you build it they will come. Drivers have a tolerance for congestion and if the road is wider that means more drivers but not less congestion. Further, widening only sections will just move bottlenecks to different parts of the highway. A better solution to reduce congestion would be to expand HOV hours. We should be looking to the easiest fixes first and widening the road should be a last resort, one that will not be necessary if effective measures are taken.

Ash, Phillip

Washington, DC 20009

4/17/2007

Subject: I-66 Bike Trail

I am opposed to any plan to widen I-66 that would eliminate or reduce the usability of the Custis or W&OD trails. As I drive a car more frequently than I bike, I am certainly aware of the concerns of those who sit in traffic. However, I choose to ride a bike for 45 minutes from my NW home to my Tyson's Corner office at least once per week year-round. Furthermore, I take Metro and ride-share occasionally despite the inconvenience factor. And I telecommute on a regular basis. In my opinion, many of those who sit in traffic forego such reasonable options. I use the bike trails for three reasons: 1) To reduce the demands on the road system during peak times. 2) To allow my wife and I to share our one car. I could certainly afford another if the community would prefer that I take up another city parking space and add further to congestion. 3) To maintain my family's appreciation for fitness and recreation. I prefer that my son spend time outdoors with his family rather than alone in front of a video game. As a business owner, I also appreciate the value of lost productivity from traffic delays. As such, I encourage most of my employees to commute during off-peak hours. We have provided the proper technological systems for them to complete the balance of their duties outside of the office at a convenient time. Most business owners that I am in contact with are moving in that direction and foresee less need for people to be physically present from 9-5. Such proactive steps by the business community will cost a lot less than further road production. Furthermore, the trail system of the metro area is a major draw for maintaining the employee base that businesses need to recruit top talent. I fear that the elimination of trails and the corresponding reduction in quality of life will push exceptional people to live elsewhere. In conclusion, the volume of traffic on the trails has dramatically increased over the past six years that I have been using them. They serve as a valuable alternative to increased car usage. To devalue them in any way will devalue the many positives of our community. Increased road construction is merely a short-term solution that should not be a substitute for the inevitable long-term solution: public transportation, ride-sharing, telecommuting and many other sensible options. Thank you

Babcock, John

Alexandria, VA 22306

4/17/2007

Subject: Opposed to I-66 SPOT IMPROVEMENTS

I am opposed to the spot improvements, or proposed plans for widening I-66. In particular the affect it would have on the trails system between 4-mile run and the noise wall. Please consider other alternatives.

Becker, David

Vienna, VA 22180-6209

4/17/2007

Subject: I-66 Spot Improvements

Opposing I-66 Spot Improvements: I oppose I-66 widening efforts because I use the Custis and W&OD trails to ride my bicycle to work every day in DC. I do this 11 months of the year. I bought my house specifically because it provided that access to the trail, paying more to live closer in. Any project that widens I-66 and cuts down the greenery, affects the trail and makes life a little worse for all the neighbors. Frankly, even for those who do not use the trail, they should be using the Metro instead, which goes to virtually the same places I-66 will take you. Even more carpooling is an option. Building more roads is not.

Beckman, Ini

Bethesda, MD 20818-2929

4/17/2007

Subject: Please do not widen I- 66

Dear Madam/Sir, Please do not widen I-66. It will negatively impact wetlands, open space, trail, and nature. We humans cannot survive and live without the rejuvenating power of sunshine, air and space. Building bigger and wider roads at the cost of nature is short sighted. Thank you for your serious consideration of these facts, yours sincerely, Ini Beckman, Bethesda, MD

Brady, Daniel

Silver Spring, MD 20901

4/17/2007

Subject: Opposition to I-66 Widening

VDOT's proposed widening of I-66 would screw up and negatively impact the adjacent Custis Trail, public open space, wetlands, forested habit, and other environmental and aesthetic set asides specified in the 1977 Coleman Decision. Moreover, this will eventually lead to further I-66 eastbound widening that could destroy a critical segment of the adjacent W&OD Trail that I use for much needed recreation, it is already squeezed between an I-66 noise wall and Four Mile Run. Please don't do this!

Brewer, Jessica

Arlington, VA 22205

4/17/2007

Subject: I-66 Widening

Please consider the hundreds of commuters who use the trails alongside I-66 to reach their work/home each day. They are not causing the congestion on the roads, and the congestion may only become worse if all bikers/runners/walkers/etc are forced to travel by car to local destinations.

Brienza, Daniel

Arlington, VA 22209

4/17/2007

Subject: I-66 Spot Improvements

The widening 'Spot Improvements' to I-66 is only a temporary 'half-solution' & crutch to an ever increasing & pervasive problem of traffic congestion in our area. Although wider roads might alleviate some congestion; the problem will not be exacerbated as the crux of the problem will simply shift to a different section of the interstate. Widening the roads is simply a band-aid for the problem; and we all know, band-aids tend to fall off no matter how well placed & thought out. The root of the issue is the # of people commuting via single passenger vehicles during key hours, not the size of the road. By attacking this issue & creating incentive programs to utilize Metro, carpool, commute during off-hours & cycle to work can help alleviate the majority of the congestion problems while lead to benefits in other areas of our community as well. Please, do not widen I-66.

Buchet, Brigitte

Rockville, MD 20853

4/17/2007

Subject: OPPOSED TO I-66 SPOT IMPROVEMENTS.

As a Marylander, I dislike VA. The Custis and WO&D cycling trails (along with Mt. Vernon trail) are the only reasons to visit, besides airports. Please National Capital Region TPB, save us from the fools running VDOT.

Byington, Lisa

Arlington, VA 22205

4/17/2007

Subject: widening of I-66

I-66 should NOT be widened, whether it be so-called "spot improvements" or whole new lanes. In addition to creating additional noise and pollution for neighboring property owners (which i would argue constitutes an illegal "taking" by negatively impacting my quality of life), expanding I-66 will kill barrier trees and jeopardize the Custis Trail. I use the Custis Trail every day in my commute into the city. I, like many others, have made affirmative efforts to minimize my impact on local traffic and local air pollution. The State should be supporting those of us who are actually implementing the kinds of change that more residents should make. The State should not be undermining the efforts of me and others who are "one less car" on the area's clogged roadways. If you add to I-66 and take away trees and the Custis, you add to the region's code red days and you take away from the quality of life to those who live here.

Carlson, Scott

Annandale, VA 22003

4/17/2007

Subject: I-66 Widening-spot improvements

I am concerned that impacts to the environment, open space, alternative forms of transportation, green space, etc. may not be duly considered in the decision to update transportation plans with a proposal to widen parts of I-66. I ask for the board's sensitivity to the natural beauty of this region and specifically what's left of the natural beauty inside the beltway.

Cespedes, Joycelyn

Ashburn, VA 20147

4/17/2007

Subject: 66 Widening

Please don't widen I-66 and take away the trails from those of us who are earth conscious and use the trails as a means of transportation to and from work, and for recreational purposes. These days, we're all concerned with global warming. Widening I-66 will only encourage more individual use of cars in and out of the DC metro area adding to the effects of our already deteriorating ozone layer. Please don't widen I-66.... save the trails, and save our planet!

Chovanec, Renee

Alexandria, VA 22309

4/17/2007

Subject: I-66 widening

I am opposed to widening of I-66. This will be detrimental to walking and bicycle paths along the I-66 corridor. The major system of interconnecting bicycle and walking paths throughout Alexandria, Arlington and Fairfax provide unique health, wellness and community building benefits to area voters. Any transportation plan that eliminates even a small portion of these paths decreases that benefit, and also decreases property values of adjacent communities. I-66 traffic should be cut by increasing HOV time on the road. This will result in more efficient road use through carpooling, and will encourage more residents and commuters to use the bike and walking paths and metrorail.

Clark, Chris

Alexandria, VA 22308

4/18/2007

Subject: spot improvements on I-66

I use the Martha Custis bike path and the W&OD bike path regularly for commuting. PLEASE do not carry out the widening of I-66 as planned - you will take away my SAFE commute that is enjoyed by so many area cyclists! Please consider redesigning the plan to not negatively affect on of our area's best assets, the Custis and W&OD bike paths. Thank you - Chris Clark

Codispoti, Aaron

Arlington, VA 22209

4/17/2007

Subject: stop widening on I 66

Bad news to continue widening I 66. Isn t it about time you looked at alternatives?

Cole, John

Alexandria, VA 22314

4/17/2007

NOVA Citizen

Subject: I Opose the Expansion Project

I oppose the expansion of the I-66 corridor because it does not address the fundamental issues that create ever-increasing car traffic in NOVA and elsewhere in our nation. Any effort by VDOT or the State Legislature to expand highway capacities only makes it easier for more cars to fill in the 'new' empty space. VDOT & the State Legislature should spend the money to fix the fundamentals: inappropriate land use, poor suburb designs & lack of viable alternatives to automobile commuting (Bus Rapid Transit, Rail & bicycle) not perpetuate the problem. If VDOT and the State Legislature do not have the guts to address these fundamental issues, 20 or 30 years from now we'll have this same debate again when a new proposal for expanding the corridor re-emerges. The I-66 expansion is a bad idea and should get dropped.

Cusmano, William

Arlington, VA 22205

4/18/2007

Subject: I-66

Please don't wreck the bike trails along 66. The trails are one of the regions most valuable recreational (and commuting) resources. They are used by bazillions, more all the time. Find another way.

de Jesus, Prentiss
Responsible Citizen

Arlington, VA 22204

4/17/2007

Subject: I-66 Spot Improvements

After sifting through the verbiage for the proposed I-66 Spot Improvements under the CLRP project, it comes down to a project that focuses on a narrowly goal. This project demonstrates that our civic leaders and transportation planners have fallen short on ideas and global commitment to bettering our lives. Increasing the flow of cars through our county will not improve the air quality (which is currently on a downward trend). It will not favorably impact on the surrounding natural environment which is an integral part of this county. It does not resolve the dependancy on dwindling oil reserves which is a serious national issue. It will not impact greatly on commuter efficiency, as we all aware of the fishbowl effect: more lanes will mean more cars. Instead of providing a bandaid project for commuters, I invite our civic leaders and transportation planners to show some concern for the areas that would be impacted by their proposals, to look at the larger picture which appeals to a sense of national concern for what is right for the country as well as the county, to ensure that our natural environment - including the air we breathe - is protected, to demonstrate that they have a commitment to efficient transportation through effective public transportation enhancements, to show a concern for the people of this county and the Washington, DC area that the projects proposed are visionary, well-planned, and properly funded, and finally exercise a concern for the global good, which includes health, lifestyle, technological improvements, stability, and viable longevity. Widening I-66 is a short-sighted option, not to mention that it renegs on an agreement with the county not to widen the Arlington section of the road. Hasn't our government revoked promises enough in dealing with the inhabitants of this land? Again, a government speaking with a forked tongue. Enough. No need to go back to the drawing board. The answer is staring us in the face: public transportation, public transportation, public transportation. Did I mention public transportation? If I didn't I'll mention it here: public transportation. Thank you for your attention. Sincerely yours, Prentiss de Jesus Arlington County

de jong, ijsbrand

falls church, VA 22043

4/17/2007

Subject: opposition to the I-66 SPOT IMPROVEMENTS plan

I am concerned about VDOT's I-66 SPOT IMPROVEMENT plan and its implications for the Custis bike trail. Fighting I-66 congestion is better and more cost-effectively achieved by expanding the HOV-2 restrictions in both directions. Expanding the I-66, as it appears in proposed in the I-66 SPOT IMPROVEMENT plan, will only attract more traffic and will not provide a more permanent solution.

DeCarlo, Ellen

Arlington, VA 22207

4/17/2007

Subject: I-66 widening

I oppose the widening, in any form, of I-66 in Arlington. During this time when we should be encouraging others to use alternative transportation, the widening of I-66 will negatively affect the Custis Trail, which is a major bike route to downtown. Many bike commuters use this route, and hundreds more use it for recreational purposes. Increasing the HOV restrictions either in length of time, or increasing from HOV-2 to HOV-3 during the most congested times would decrease congestion and cost nothing.

del Campo, Emilio

Bethesda, MD 20817

4/17/2007

Subject: OPPOSED TO CONSTRUCTING THE I-66 "SPOT IMPROVEMENTS"

I have lived in the DC area for over 45 years and remember the impact of I-66 in the Arlington and DC areas and the restrictions placed on traffic through Arlington when the road was extended to DC. I continue to support these restrictions and oppose any increase to the size of I-66 through Arlington. Any size increase would impact negatively on the area and would affect negatively the pedestrian and bike commuters in the area by reducing and/or eliminating the current (already restricted) path along I-66. Non-vehicle commuting should be encouraged and the HOV restrictions on I-66 should be extended to help alleviate congestion and pollution rather than increasing the size of highways through populated areas. Thank you.

Dillon, Clarence

Alexandria, VA 22301

4/17/2007

Subject: I-66 "Spot Improvements"

These "improvements" will serve only to INCREASE traffic on I-66 inside the beltway; represent short-minded, stop-gap solution that requires a strategic solution; are a detriment to the long-term solutions that will serve the common good. A genuine study of the total impacts, including impacts to the environment, long-term property values, and public health must be included in the decision-making, public debate, and cost-benefit analysis for the proposed changes.

Dooley, Rich

Arlington, VA 22203

4/17/2007

Subject: I-66 Widening & the CLRP and TIP

Please note that I am opposed to the proposed widening of I-66. It is sad and appalling to see VDOT's attempt to skirt around environmental safeguards and political issues by breaking its eventual goal of widening a large, continuous part of I-66 into its currently proposed three disparate chunks/projects. Such "spot improvements" are neither improvements for the greater populace nor are they intended to stay as "spot" improvements in the future. If it is congestion that VDOT would like to see addressed, then I suggest it look at more logical and less costly measures, such as expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only. Thank you for your time, and please do not approve any project that attempts to widen I-66 until other options have been thoroughly considered.

Epstein, Jennifer

Springfield, VA 22153

4/17/2007

Subject: widening of I-66 in Arlington

I strongly urge the TPB to oppose the idea of widening I-66 in Arlington. Widening the highway corridor will impact on the bike and pedestrian routes, the wetlands adjacent to the highway. There are much easier alternatives than the huge cost and disruption caused by widening the highway. One easy option would be to increase the number of HOV-2 hours M-F to 3 or 3.5 hours during morning and evening rush hour.

Funk, Vicki A

Falls Church, VA 22043

4/17/2007

Smithsonian Institution

Subject: widening of Hwy#66 westbound

I bike home from work everyday from the Natural History Museum in DC to Falls Church. I use the Hwy #66 bike trail. I am also concerned about the few places we have in Fairfax country with trees and wetlands. The proposed widening of Hwy#66 will impact a frequently used park area and destroy wetlands and trees. People should take public transportation or bike. Why should we suffer because people bought big houses in the suburbs.

funkhouser, jennifer

fairfax, VA 22031

4/17/2007

Subject: Opposed to plans to widen I-66

Proposed plans to widen Interstate 66 would imperil portions of the W&OD trail. Keeping this trail intact is vital to offering residents ALTERNATIVES TO DRIVING on I-66. Jeopardizing non-driving alternatives contributes to congestion to I-66. Signed Jennifer Funkhouser 9763 Water Oak Drive Fairfax, VA 22031

Gallagher, Brian

Arlington, MD 22201

4/17/2007

Subject: I-66 spot improvements

I oppose I-66 "spot improvements" that will not stay with the current footprint of I-66. Footprint means all current retaining walls are unmoved and the Custis Trail is not altered/impacted. I don't care what happens in that footprint -- start altering the Custis Trails and moving retaining walls, etc, and you are going to have a lot of very upset people. Arlington never asked for nor wanted I-66. Many people paid high housing costs so they could enjoy the the trails and natural areas along I-66. People in Fairfax and Loudon County now want to alter our backyards just so they can save 5 minutes in the morning and evening. Many in Arlington chose to live here (with the associated good and bad things associated with denser neighborhoods) so we would not have to have the long commutes. If the folks in the outer counties want to get to work quicker, let them move to our neighborhoods, not harm our neighborhoods. If you live far out, you chose your poison -- don't inflict on us. As someone who resides within 100 yards of I-66, my quality of life will be harmed if the government does not hold to the bargain struck by Arlington residents 30 years ago.

Garno, Greg

Falls Church, VA 22046

4/17/2007

Subject: Idea66 Spot Improvements Inside the Beltway

I am writing to express my strong opposition to the plan to make so-called "spot improvements" to I-66 inside the beltway. Advocates of widening I-66 inside the beltway – the vast majority of whom, it should be noted, live outside the beltway - have been trying for decades to find ways to change or ignore existing statutes that prohibit such a change. They found their casus belli in the aftermath of the horrific events of 9/11, arguing that widening the roadway is critical to improving "Homeland Security." These spot improvements are nothing more than an attempt to facilitate the eventual long-term agenda of widening the interstate in both directions. These improvements will do little to improve congestion in the area, as they will simply allow more cars onto the roads. It's a typically short-term political solution to a problem that requires long-term planning and execution – far longer than the next election cycle. Any plan that does not include alternative mass transit will do nothing to improve the situation. In fact, it will simply further degrade the area where the "improvements" are to be made by adding to the already considerably congestion, noise, and pollution. This is not simply a local resident crying NIMBY. Residents such as me who have chosen to live close to public transportation in an effort to create a sustainable community do not deserve to be subjected to further spoilage of our neighborhoods to accommodate those who have chosen to inhabit the untenable sprawl of developments to the west. We have chosen a sustainable community model over the desire for bigger and bigger houses that are increasingly located farther away from real communities and the amenities they afford. The poorly planned sprawl requires more and more miles of vehicle-choked interstates and is, as previously mentioned, unsustainable. The State of Virginia and regional transportation planners should not cater to the irresponsible overdevelopment practices of the companies reaping huge financial largesse at the expense of those already rooted in established communities along the I-66 corridor inside the beltway. They should instead be protecting those of us that form the backbone of the existent sustainable communities. I urge you to scuttle this project.

Gathman, Stuart

Fairfax, VA 22033

4/17/2007

Subject: I-66 Widening

We need less, not more cars. Extending metrorail along I-66, and extending HOV hours can move more people efficiently. The proposed "spot" widening will be bad for Custis trail, and could eventually block the historic W&OD trail.

Goeke, Gordon

Kensington, MD 20895

4/17/2007

Subject: I-66 widening in Arlington

I oppose the widening of I-66 in Arlington. The addition of lanes does not address the larger problems of congestion and pollution in the metropolitan area. What is needed is proper management of the existing lanes by extending the carpool hours and encouraging the use of commuter busses. Furthermore, no widening should be undertaken without first completing an environmental study to determine the impact on the surrounding neighborhoods, woodlands, streams and existing pedestrian trailways such as the Custis-Lee and W&OD.

Greer, Mary

Washington, DC 20009

4/17/2007

Subject: Widening of I-66

I very much oppose current plans to widen sections of I-66 due to its environmental impact, and its potential destruction of parts of the WO and D bike/walking trail

Hadley, Stephen

Arlington, VA 22213

4/15/2007

Subject: I-66 Spot Improvements

Development of the proposed I-66 spot improvements has not solicited or welcomed any public input whatsoever on a key choice between the current, proposed Spot Improvement #2 and an alternate Option 2B. Option 2B would get westbound commuter traffic out of our neighborhood streets and onto I-66 much sooner than Spot Improvement #2. It would significantly reduce congestion at bottleneck intersections such as the one at Lee Hiway and Washington Boulevard. It would significantly improve safety for pedestrians attempting to access the East Falls Church metro station and for pedestrians and vehicles in our neighborhood in general. VDOT has not reflected any of these considerations into its decision-making process and has not permitted any public discussion of them. Any further progress with the proposed spot improvements should be conditioned on VDOT taking these factors into account and conducting a genuine public dialog on the overall costs and benefits of Option 2B to Northern Virginia commuters and residents.

Hagood, John

Washington, DC 20024

4/17/2007

Subject: Widening of I-66

People, please, please: I drive to visit family on 66, and am frustrated by the congestion there every time. Nevertheless, the way to improve the situation in the long run is public transportation, not widening roads. Please ignore the greedy lobbying of construction, oil, and automobile groups, and do what's right for the Washington, DC area. Encouraging car drivers brings us time wasted in traffic, pollution, resources diverted, and not least of all, war in the Perisan Gulf.

Halloran, Priscilla

Falls Church, VA 22043

4/17/2007

Subject: I-66 Widening in TPB's Plan

I have been using this trail for almost 20 years and have watched a marked growth in cycle commuters during this time. I think it is a bad idea to do this widening. At the same time every day I have observed days with congestion and days without congestion. Widening won't relieve the congestion, something else causes those backups, and I'm not talking about an accident. If adding a lane or spot lanes works why to we see such backups where this has happened? Why is it okay to destory the environmentally friendly commuting that is growing rapidly for unfriendly commuting. Also, this concentrates more cars going slow in one spot which would only serve to increase pollution. Congestion could be eased with other measure, perhaps going back to HOV3 and expanding the hours.

Hertel, Robert

Leesburg, VA 20175

4/15/2007

Subject: Proposed Outer Beltway Route Through Loudoun County

My wife and I are adamantly opposed to the proposed outer beltway through Loudoun County. Development currently underway is holding us virtual prisoners in our housing area. We can venture out on adjoining roads only with great difficulty. The Outer Beltway would make this traffic situation much worse. Loudoun County is already choking on traffic, congestion, and noise. Please do not add to this intolerable condition by routing the so-called Outer Beltway through Loudoun County.

Subject: Proposed Widening of I-66

I oppose the widening of I-66 as proposed in the CLRP Project Submissions. I oppose this proposal because of the negative impact it will have on wetlands, public open space, forested habit, and other environmental and aesthetic mitigations specified in the 1977 Coleman Decision. Moreover, I believe that the solution to our current congestion woes cannot be found in the expansion of our current highway system. Expanding our highways only invites more traffic and is, therefore, only a very short-term fix. As such, it is an unwise use of taxpayer money. A wiser choice would be to expand rail and bus service, and increase incentives for carpooling, using commuter shuttles and commuting shorter distances by bicycle. I would also be in favor of a congestion tax imposed at certain critical times on single-occupant vehicles. Finally, I advocate for more restrictive zoning to curb the now abundant sprawl in Northern Virginia. Given what we know today about the environmental and quality-of-life ramifications of our reliance on automobiles, expanding our current highway system should be an option of last resort. Not enough has yet been done to otherwise ameliorate the congestion on I-66.

Hurst, Patti

Arlington, VA 22213

4/17/2007

Subject: Proposal to Widen I-66

Dear Board Members, I am writing to oppose the Virginia Department of Transportation's request to construct three discontinuous pieces of a third westbound travel lane along I-66 in Arlington. I oppose the request because it would impair my use of Custis Trail. I am an Arlington resident and a regular user of the Custis Trail. I commute by bike to my office in Washington DC via the Custis Trail on average four times a week. On the weekends, my family and I use the trail for recreational purposes. The so-called I-66 "spot improvements" that VDOT proposes involve neither spots nor improvements. The proposed additions are far longer than would be required if merely proposed as additional on-ramps. As proposed, they will require the elimination or redirection of significant portions of Custis Trail. The proposed changes are unnecessary, counterproductive, and unwarranted. It is a thinly disguised scheme to shoehorn three large segments of a third westbound I-66 travel lane with minimal consideration of its adverse environmental and regional travel impacts. Moreover, it disregards clearly superior alternatives, strong local opposition, and the landmark 1977 Record of Decision, by USDOT Secretary William Coleman, that established I-66 inside the Capital Beltway as four managed freeway lanes with Metrorail in the median. Congestion on I-66 could be eliminated immediately, permanently, and with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only. I urge you to reject VDOT's request. Sincerely, Patti Hurs

Husband, Sarah

Fairfax, VA 22031

4/17/2007

Subject: Oppose Widening of I-66

I oppose the widening of I-66 because its a short-sighted solution. This may temporarily relieve congestion, but sooner than you can declare victory, gridlock will occur again. How about instead investing all of that cash into a bus system that will take people up & down I-66 to commuter parking lots. The buses leave every 15 minutes. Change HOV-2 to HOV-6. That will reduce traffic in the HOV lane enough to force people onto those busses. You have to make it miserable enough for people to take public transportation. That's the bottom line. You have to force people onto it. Invest in it, make it a pleasant and reliable ride. I take a bus + metro + shuttle bus every day to and from work. If I can do it, other people can learn to do it too.

Subject: Oppose I-66 Widening in TPB Plan

The so-called I-66 "spot improvements" involve neither spots nor improvements and are unnecessary, counterproductive and unwarranted. Building bigger roads simply allows more cars to idle in bigger traffic jams. It's a never-ending cycle that must be broken with solutions for combustion-engine alternatives. As long as transportation solutions are auto-centric, they will never reduce auto congestion. More roads and more cars mean ... more roads and more cars! I don't want to pay higher taxes for a wider highway so that the selfish, wasteful, and greedy non-residents living on the outer edges of our society can spout more poison into the atmosphere as they race through my home county of Arlington toward Exurbia. We must stop rewarding the people who insist on expanding, enlarging and consuming all available resources. My wife and I purposely bought a home in Arlington County that backed up to the Lucky Run Trail so we could both ride our bicycles to work, every day, all year long. The Custis, W&OD, Mount Vernon and Four Mile Run trails feature prominently in our commute. When we can't ride, the 7C Metro bus that stops behind our house takes us to Pentagon, usually in under 10 minutes. Sensible alternatives to cars exist. We lived in foreign cities and towns for decades and saw that transportation solutions need not focus primarily on cars. If all of Europe can decrease auto traffic while increasing alternative modes, so can the city of Washington D.C. Bigger roads are not the answer.

*Keifer, Elizabeth**Washington, DC 20003**4/18/2007*

Subject: I am opposed to widening I-66 in TBP Plan

I oppose the proposed widening of Route I-66 as part of the TBP Plan. Congestion on I-66 could be eliminated immediately, permanently, and with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only. Please consider alternative solutions before investing large amounts of money and time, and before disrupting the environment and the existing trails and wildlife. A cheaper, simpler solution is possible and widening of I-66 should not be allowed.

*Knutsen, Linda**Falls Church, VA 22044**4/17/2007*

Subject: CLRP Project Objection

As an active cyclist in Northern Virginia, and a WABA member, I am strongly opposed to proposals to widen the I-66 westbound lanes in Arlington. Congestion on I-66 could be eliminated immediately and permanently, with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions, which are currently limited to 2.5 hours Monday-Friday in one direction only. Cycling, to work and for recreation and fitness, is a critical activity to thousands of people in this area, and will only become more so as fossil fuels are used up!

*Lewis, Jeffery**Arlington, VA 22201-1922**4/17/2007*

Subject: Widening Rt 66 Through Arlington

I oppose widening Rt 66 inside the beltway. I drive on 66 and recognize that it does get crowded, however, during HOV times, it is not crowded. Maybe the solution is to extend HOV hours. I do not believe what we'd lose by widening 66 is worth it. As soon as the widening construction is completed, the lanes would fill up again. Look at traffic on 395! Thank you for considering my input. - Jeffery Lewis

*Lovgren, Brett**Vienna, VA 22181**4/17/2007*

Subject: I-66 Spot Improvements

Please don't widen I-66 through 'spot improvements'. The W&OD trail that I value will be negatively impacted by the widening. Other options exist to improve traffic flow whether its longer HOV periods or implementing better express bus service in the I-66 corridor. Thanks, Brett Lovgren

Lynch, Michael

Fairfax, VA 22033

4/17/2007

Subject: widening 66 in Arlington

I commute daily from the Fair Oaks area to Arlington. I try to commute primarily by bicycle, which I can do because of the area's great bike trails. Widening 66 will destroy part of the Custis Trail, which is a major bicycle commuting corridor. And it opens the path to further widening that would endanger the W&OD, which is the single most used rail trail in America. Even worse for folks like me, if you cut off the trail system, I'll be forced back into a car on 66 joining the traffic we'd all like to reduce. In a time when America is looking at oil dependence and energy issues, please don't endanger one of the few alternative transportation options that really does help us conserve and improve our health.

Mayer, James

Arlington, VA 22201-2129

4/17/2007

Subject: Widening I-66 in Arlington

This plan is silly. Congestion in both directions could easily be reduced by simply invoking HOV-2 rules in BOTH directions for longer periods. No rocket science, expenditures or impact on walkways or bike trails required.

Mayer, Kenneth

Annapolis, VA 21403

4/17/2007

Subject: Expansion of I-66

I lived in Ballston and Clarendon from 2002 until 2006. For 2 years I commuted to my job at Howard University by bike, in all seasons, using the Custis Trail. I also used the trail to go into DC for many other reasons. This trail helps people use their bikes with less risk of injury and death. Please do not cut it or destroy it in order to have another lane of cars. Thank you.

McDowell, Liam

Alexandria, VA 22308

4/17/2007

Subject: I-66 expansion

I oppose expansion of I-66. Congestion on I-66 could be eliminated immediately, permanently, and with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only. Or, making the HOV-2 restriction an HOV-3 restriction

McLanahan, Elizabeth

Washington, DC 20008

4/17/2007

Subject: widening of I66

I am in opposition to any plan that will negatively impact the Custis or other regional bike trails. They serve as a useful asset to alleviate vehicle traffic by encouraging safe/easy bike commuting and provide an exercise outlet to keep the public healthy. These trails bolster the DC area by giving the region an outdoor friendly reputation.

Mercil, Cathy

Arlington, VA 22205

4/15/2007

Subject: Constrained Long-Range Plan (CLRP)

I am writing in opposition to the inclusion of I-66 Spot changes to the Constrained Long-Range Plan (CLRP). I have been a resident of Arlington County for over 40 years and clearly remember the promise of the regional planning board at the time of initial construction that NO additions would be made to the roadway in perpetuity. This road is to remain a 4-lane highway. I realize that traffic volume has increased significantly on I-66 in Arlington since the road's inception, but it is very clear that the proposed spot changes are to designed to address political expediency and not the movement of cars. Alternatives such as expanding the HOV restrictions to both sides of the roadway during rush hour have not even been tried. In addition, the VDOT study that concluded the spot changes were feasible was encumbered with restrictions (such as not considering changes in right-of-way) that certainly impacted their conclusions. If given a clean slate with which to answer the question: how could be best change the roadway to improve through-flow and move people to their destinations, certainly a more common-sense answer would have emerged. The 3-spot solution is really no solution, and the cost of \$75 million will be wasted. I ask you not to approve this proposal. Thank you, Cathy Mercil

Miller, Barry

Bethesda, MD 20816

4/17/2007

Subject: Deleterious Impact of proposed I-66 widening on bike trail and habitat

I wish to strongly object to planned widening of I-66. This will negatively impact the Custis bike trail and adjacent public open space, wetlands, and forest. I am a long-time area resident, and frequently use I-66, but believe that quality of life in this region is much better served by preserving increasingly scarce alternative transportation (sidewalks, bike routes) and recreational use spaces rather than by expanding roadways as temporary quick fixes for traffic congestion.

Morrow, Jeff

Arlington, VA 22209

4/17/2007

Subject: Preserve the Multi-Use Trails

Whatever you do, preserve the multi-use trails, like the Custis and the W&OD. If anything, expand them. Widening highways means that in just a few short years, you will have once again reached capacity. What quality of life increase one gains, it's purely temporary. If one does so at the cost of the permanent recreational facilities that have made Arlington such a fine location, it would be a grave error.

Murray, William

Arlington, VA 22201

5/9/2007

Subject: Oppose I-66 Spot Improvements

Please add me to the list of Virginia residents opposed to the widening of I-66 inside the Beltway. With world oil prices on a long-term (secular) upward trend, it would be daft to waste dear public resources on highway improvements that will only serve to undermine the environment and make politicians outside the Beltway feel good about old and ill-conceived campaign promises. Please expend energy and rational thought on developing public transportation and more efficient pro-economic growth efforts that take cars off the area's highways.

Ng, Bruce

McLean, VA 22101

4/17/2007

Subject: My Opposition to the I-66 Widening

Dear sir/madam: As a long-time resident of Fairfax county and a frequent user of both I-66 and the adjacent biking trails and parks, I urge you to please oppose the I-66 widening proposals. Not only will it not solve the congestion issues on I-66 but it also will rob us from the precious and well-used resource of our adjacent trails and parks. The terrible disruption that any construction will bring in the short term would also have lasting negative consequences on the watersheds and forested areas adjacent to I-66. A widening of I-66 will not solve or even alleviate the congestion. On the contrary the proposed construction of three discontinuous pieces of a third westbound travel lane along I-66 in Arlington will only create new bottlenecks, causing even more traffic delays. A much better solution would be to extend HOV hours and to encourage and improve public transportation and our biking trails. Our area prides itself in its abundance of vegetation, diversity and quality of life. Please do not destroy our green living spaces and trails with costly and ill-conceived highway projects. But let's look instead at saving our local parks and forging sensible transportation solutions for the long term involving better public transportation and more green spaces. I urge you to oppose the widening of I-66. Thank you

Olivetti, Lorenz

Arlington, VA 22204

4/17/2007

Subject: Opposition to widening I-66

I oppose the widening of I-66 in Arlington. VDOT's proposed widening of I-66 would negatively impact the adjacent Custis Trail (which I use extensively for bicycle commuting) diminish public open space, disrupt wetlands, negatively impact forested habitat, and other environmental and aesthetic mitigations specified in the 1977 Coleman Decision.

Pannett, Patrick

Washington, DC 20003

4/17/2007

Subject: Transportation Planning Board (TPB) I-66 Widening Plan

Regarding the I-66 spot widening "improvements," I want to say as a user of adjoining trails, and an advocate for more public transportation, the proposed widening of I-66 will do nothing to mitigate the terrible traffic in the D.C. area, and in fact, may encourage sprawl and for commuters etc to use roads, as opposed to metro, bus or bike. For example, expand the operating hours of HOV lanes and increase incentives for their use. I hope my D.C. councilmen heed this word. Sincerely, Patrick Pannett

Pfleeger, Charles

Washington, DC 20016-4415

4/17/2007

Subject: comment on I66 spot improvements

I write to oppose the proposed "spot improvements" to I-66. The proposal would hardly improve traffic on I-66, as the project consists of three separate pieces that seem uncoordinated. Worse, these changes seem to consider only motorists, not pedestrians, bicyclists, or others who enjoy quality of life from the outside of a motor vehicle. I strongly recommend that the board reject this proposal and return the issue for further, more comprehensive consideration.

Porter, Drew

Arlington, VA 22201

4/17/2007

Subject: I-66 widening

Recognizing the serious transportation issues facing the region, I urge you to consider alternatives to widening I-66 inside the Beltway. I understand it would be politically expedient to widen the westbound lanes but suspect that it will not result in measurable improvement (especially when the lengthy period of construction is taken into account). Indeed, I would expect any capacity building on this corridor will be swallowed up many times through additional building along I-66 -- in a race between widening the road and building more houses, the road will always lose. It would be better to explore alternatives. Further, I'm a bicycle commuter who uses the Custis trail most weekdays and often rides the WO&D with my family on weekends. I would hate to see something so important to my commute and recreation endangered. Drew Porter

Quijano, Tomas

Washington, DC 20024

4/18/2007

Subject: widening of I-66

Make it even harder for cyclist to get to work by bicycle that way more of us have to get in our cars instead . AND, make it that much easier for more cars to avoid taking public transportation and thereby help put more green house gases out there. YOU GUYS ARE SO FORWARD THINKING!!!/ Way to plan, your foresight and meticulous attention to solving tough problems is admirable. Keep up the good work, maybe you can get a job for the oil companies when you are done screwing up norther Virginia.

Ramsaur, John

ANNANDALE, VA 22003

4/17/2007

Subject: I66 Spot Improvement

Opposed to the I66 Spot Improvement Project because it impacts on recreational area my family uses regularly.

Reyers, Courtney

Alexandria, VA 22314

4/17/2007

ABI

Subject: I oppose the widening of I-66!

Congestion on I-66 could be eliminated immediately simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only. In addition, encouraging more people to bike to work cuts down on traffic, promotes exercise and decreases pollution. By affecting the bike trail, you are hindering this great option.

Robertson, Eric

Vienna, VA 22180

4/17/2007

Subject: I-66 Widening

Widening 66 is costly band-aid measure to transportation issues. A modest least costly plan involves: * Add specialized bus routes that a fewer stops that take people longer distances. * Add more bridges and traffic measures in favor of cyclists using the trails. * Create a smaller separate lane along 66 to support motorized cycles with speed restrictions up to 35 MPH. * Add discounts to commuters that only use public transportation over cycles (motorized and pedalled) on 'Red' days and inclement weather. Please respect the existing bike trails, nature preserves and green space. I just cannot believe that such as proposal exists when global warming is becoming a real concern, there is increased 'code-red' days in the city during the summer, and the metro struggles to maintain its operation with low ridership and failure for the government to offer support finances.

Saxton, James

1225 N. Lincoln St., VA 22201

4/17/2007

Subject: 66 Widening

I bike to work on a daily basis and this would affect me in a negative manner. why can't HOV hours be extended? or how about improving Metro so that more people will take it? it seems like this is only a pathetic short term response to a much larger transportation issue that needs a more multi-faceted approach. this just looks like a cheap way of scoring some political points.

Schabacker, Noah

Washington, DC 20008

4/17/2007

Subject: Opposition to I-66 Widening

The so-called "improvements" to I-66 would not improve the highway, nor would they improve the surrounding communities. Harm to the multi-use Custis Trail that parallels I-66 would negatively impact congestion by requiring more people to use the highway. It would negatively impact the environment surrounding the freeway, harming habitat and wetlands. Please find congestion solutions that improve life for all user groups and the environment, rather than promoting narrow and counter-productive "solutions" that will solve nothing.

Schluskel, Neil

Annandale, VA 22003

4/17/2007

Subject: I-66 Widening in TPB Plan

I think there is a need to widen I-66, however it must not disturb or radically relocate the Custis Trail and the W&OD trail which are on either side of I-66 in the Falls Church and Arlington area. These routes are used by thousands of bicyclists for commuting and recreation on a daily basis throughout the year (obviously more in on-winter months but still used during the winter). Transportation must look at all aspects including non-motorized methods.

Schoenbaum, Rachael

Alexandria, VA 22303

4/17/2007

Subject: Oppose I-66 Widening in TPB Plan

As an avid cyclist who makes extensive use of the Custis and W&OD Trails, I oppose the I-66 Spot Improvements proposal. This proposal negatively impacts and threatens to impact these trails that I use on a regular basis and rely on for transportation, recreation and fitness. Please don't approve this proposal.

Shiffman, Gary

Arlington, VA 22207

4/15/2007

Subject: Opposition to the proposed CLRP Project Submissions

I oppose widening 66 in Arlington, VA. I am an economist, a professor at Georgetown University. I received my PhD from George Mason University. The arguments in support of widening 66 do not stand up to any critical review. As Maywood Community Association President Peter Harnik states: "The Maywood Community Association writes in opposition to the amending of the financially constrained long-range transportation plan and the FY08-13 Transportation Improvement Program to construct three discontinuous pieces of a third westbound travel lane along I-66 in Arlington. "The drumbeat to widen I-66 is not coming from the transportation planners and transportation experts. Transportation experts know that adding highway lanes through Arlington is an extremely wasteful way of moving a few more people while simultaneously stimulating so much more demand that congestion remains exactly as it was. ...In reality, this would waste taxpayer money, add to noise and air pollution, promote global warming, reduce the quality of life in Arlington and substantially increase the danger for everyone driving on I-66." Widening 66 will not decrease commute times for any residents. Instead, it will further expand urban sprawl in Northern VA, increase pollution, and I fear could reduce safety. Gary M. Shiffman Arlington, VA

Sidman, Robert

Arlington, VA 22203

4/17/2007

Subject: This comment is in opposition to the widening of I-66

This comment is in opposition to the widening of I-66. The widening of I-66 will have a disastrous effect on the environment and destroy the adjacent parkways including the Custis Bike Trail and the W&OD. It will increase pollution and harm already the fragile Ecosystem inside the beltway that communities have been working so hard to restore. Moreover, widening the road in this manner would violate section 4(f) of the Department of Transportation Act of 1966 and 138 of the Federal-Aid Highway Act of 1968. See CITIZENS TO PRESERVE OVERTON PARK v. VOLPE, 401 U.S. 402 (1971). Under the law, parks may only be used if "feasible and prudent" alternative route do not exist. If no such route is available, construction may be approved only if there has been "all possible planning to minimize harm" to the park. Clearly, there are feasible and prudent alternatives including the construction or increased use of mass transit. The encouragement of carpooling through incentives would also be a feasible and prudent alternative. Moreover, there has not been any planning to minimize harm to these parklands. Accordingly, in addition to being extremely harmful to local greenspaces, following through on these plans would be a violation of federal law.

Snow, Michelle

Arlington, VA 22204

4/17/2007

Subject: Oppose widening of I-66

The proposed widening of I-66 inside the beltway is a bad idea and will not resolve the congestion. One need only look further out where the highway is already three and four lanes and yet is always still congested. Widening is obviously not the solution. Instead, the funds should be used to offer and promote alternative strategies for transportation along the corridor. Sincerely, Michelle Snow Arlington County Resident

Snyder, Steve

Fairfax, VA 22032

4/17/2007

Subject: I-66 Widening

It would seem to me that we need to pursue other options beyond widening the I-66 highway and removing the wetlands that border it and also any options for keeping the pathways that exist. As a whole, we should look into options for altering the HOV timelines, improving bicycle paths and somehow adding capacity to the metro system. It is an easy solution to widen the road, but just because we can doesn't mean we should. The time has come to start choosing the hard solutions that will inconvenience some people but will be better for all parties in the long run.

Sonnenburg, Greg

Broad Run, VA 20137

4/18/2007

Subject: I-66 Widening

This plan to widen I-66 is ill advised and a threat to the adjacent communities. It totally disregards alternative modes of transportation such as bicycling, mass transit and pedestrian access.

Touhey, David

Arlington, VA 20005

4/17/2007

Subject: Opposition of I66 Widening

Please consider all the facts when evaluating the widening of westbound I66, the road if properly utilized as a car pool lane would not be as congested, people driving on the road have alternatives such as Metro or biking into work. This also has positive impacts on the environment where the widening has so many negative impacts on the environment. The bike trails are used by so many people in the area and are a leading cause of the positive way of living in the area, without those the area would suffer a great loss and not be significant from any other major metropolitan area.

Turvene, David

Arlington, VA 22201

5/9/2007

Subject: I66 Spot Widening

After living in Arlington for 24 years and commuting almost an hour each way on I66 and the Dulles Toll Road for most of those, I'm well aware of the bottleneck spots being proposed for widening. However, it seems to me like spot widening will only lead to an "induced traffic" scenario that will need to be re-investigated in five or ten years as Loudoun County (and further!) continue to grow. The problem is this: a large number of people commute long distances by car during two relatively narrow time windows. Your response seems to be this: facilitate a LARGER number of people to commute long distances by car during two relatively narrow time windows. I understand the current dependency on cars. It takes a rail and two bus rides to get out to Loudoun - about 1.5-2 hours ONE WAY if you hit all the connections. Better use of transportation money, and more far reaching, would be enhancing public transportation, not facilitating the growth of two hour daily commutes.

Tyree, Walter

Alexandria, VA 22302

4/17/2007

Subject: Spot Improvements on I66

I commute from Alexandria bicycle every day using the trails along I-66. My understanding is that the widening and proposed spot improvements of I-66 may eliminate portions of the trail crucial to my commute. If this is the case, I will be forced to add to congestion by returning to my car and commuting by car. Please work to preserve the viability of bicycle commuting along the Custis and W&OD trails.

Waldo, Julian

Washington, DC 20009

4/18/2007

Subject: I-66 Widening

Don't widen the interstate! One of the DC region's crown jewels is its bike path system - the area is known nationwide for its bike-friendly commuting options. Sacrificing a trail thousands of people use for clean, cheap, efficient, healthy commuting in favor of more lanes for greenhouse gas emitting, noisy cars that encourage obesity is a clear mistake. Not to mention, these 'spot improvement' lane widenings won't help at all since they're only 'spots' (unless they're just the foothold to create permanent 3 lanes everywhere) and fly in the face of the 30 year old rule that I-66 be 4 lanes! Save my (and all taxpayers') money, and expand the HOV hours to limit traffic, don't expand the interstate.

Weber, Mark

Alexandria, VA 22301

4/17/2007

Subject: I-66 widening proposal

Please do NOT consider negatively impacting any of the bike trails. People use those for commuting as well, not to mention for pleasure (which can't be said of 66)

Wenchel, Seth

Reston, VA 20190

4/17/2007

Subject: No widening of I-66

The widening of I-66 to relieve traffic congestion is a horrible idea. Of primary note is that widening roads addresses only the symptoms and not the real problem which is inadequate growth management and planning on the part of governments. If I-66 were widened in only a ver few years time, the process would have to be repeated and new traffic would overwhelm the new construction. The moeny would certainly be better spent on alternatives such as better public transportation, encouraging business to provide more flexible hours and/or allowing workers to telecommute, and ensuring affordable housing for people closer to where they work. Road projects are always environmental nightmares and this is no exception as it would pave over supposedly protected wetlands, forested habitats, and public greenspace. Man, at the top of the food chain has an inherent responsibility to preserve and protect that which is below us. Finally, widening I-66 threatens community wellness as the Custis and W&OD trails are perilously close to the project site. thousands of citizens use these trails daily for travel, recreation, and fitness. Widening I-66 is not worth sacrificing all of this.

wilkinson, leon

BURKE, VA 22015

4/17/2007

Subject: Objection to impacting Custis and W&OD trails

I object to the widening of I-66 to the extent that it will adversely impact the Custis Trail and the W&OD Trail. These trails are critical to the well being of the population in an environment that is already deteriorating and otherwise contrary to a congenial culture. Widening and thereby adversely reducing the value of the two trails will only add to the "rat race" and cause further social degeneration through decreasing open spaces, which are already restricted beyond an acceptable level.

Will, David

Arlington, VA 22204

4/19/2007

Subject: Widening 66

If widening 66 impacts Curtis Trail, I am opposed to the plan. I use this path daily to commute to DC from Arlington. I also use this path to bicycle into George Town. We should be making more alternative means of transportation instead of encouraging more vehicle traffic. Sincerely Dave.

Wilson, David

Washington, DC 20002

4/17/2007

Subject: Bicycle commuting along I-66

I am very concerned that the Project will negatively impact the bicycle path along I-66. A large number of bicycle commuters, myself included, use the Custis Trail and the Washington & Old Dominion trails to commute to work. Each one of us represents one car that is not on I-66 (as well as one person who will not be overstraining the health care system due to inactivity). I urge the TPB to take clear, explicit, and concrete steps to ensure that the Project enhances, rather than diminishes, the availability of bicycle and other non-automobile options for commuting on the I-66 corridor inside the Beltway.

Zadonsky, Irena

Arlington, VA 22213

4/16/2007

Subject: widening of I-66

As an Arlington resident and a person whose family and neighbours would be directly affected by the widening of the I-66, I am disturbed that our community was not given a chance to consider and weigh in our opinion on the alternatives to the widening of the ramp to I-66 on Washington Boulevard. The proposed widening of the ramp to I-66 will effectively create a highway in front of our houses without giving us any protection from the noise, air pollution and increasing amount of accidents that would be generated by doubling or tripling already intensive traffic. Widening of the ramp to I-66 will not solve the congestion on west bound I-66 but it would dramatically affect the quality of live in the affected communities.

Submitted by: An Organization

McCleary, Hunter

Vienna, VA 22181

4/17/2007

Fairfax Advocates for Better Bicycling

Subject: Proposed Widening of 66

Widening Hwy 66 is a bad idea. More highways outside the Beltway doesn't improve traffic flow. Do you really think it will look any different in several years if you widened it inside the beltway? We need to approach transportation problems differently, especially in light of rampant obesity and global warming. Public transportation, telecommuting, and yes, bicycles.

Comment in opposition to the I-95/395 HOV/HOT/Bus Lanes

Submitted by: An Individual

Ryan, Noreen

Woodbridge, VA 22192

4/27/2007

Subject: 395/95 HOT lanes

Converting HOV to HOT is a very bad idea. Here's why:: 1. Reducing the width of the lanes by 11 inches will cause lots of accidents. Drivers can't seem to stay in their lanes as it is. Also, since they will take away the shoulders, there will be no place for drivers involved in accidents to pull over. Also, no place for snow removal and no place for police to pull over and ticket violators. Thus, more cheaters!! 2. Entrances and exit ramps all up and down 95/395 will cause massive congestion in the HOT lanes. I believe will increase commute times by hours. We are pretty much at capacity now and that is with no addition of entrance and exit ramps. 3. Funneling down from 3 narrow lanes to 2 lanes at 14th St bridge will cause huge backups. Just look at how bad it was when there was two lanes which funneled down to 1 lane at Lorton a few years ago. This never works! I predict massive backups. 4. Before the 14th St Bridge, the cars exiting at the Pentagon don't always move over so the cars going straight across the 14th Bridge can get by. They sometimes straddle both lanes preventing the cars that are going straight from getting by. Then right before the exit at the Pentagon they try to merge. This is extremely annoying and selfish. It prevents the cars that are going straight from getting around them. 5. The idea that Fluor will raise the price to entice cars to get off the HOT lanes to make them free flowing is ridiculous cause all that entering and exiting will cause massive backups making everyone late for work. 6. In areas of the country where HOT is supposedly successful -- is because in addition to the HOV lanes they built HOT lanes. They did not take away or convert existing HOV lanes to HOT lanes.

Comment in opposition to the Manassas National Battlefield Bypass and/or Tri-County Parkway

Submitted by: An Individual

Drum, John

Ashburn, VA 20147

4/15/2007

Subject: Outer Beltway

I oppose the outer beltway/WTC/Tri-County parkway proposals. These roads would facilitate new sprawl development west of existing suburbs that would gridlock our east/west commuting routes. I urge you to remove them from the long term plan and concentrate on fixing our east/west commuting routes.

kope, cecelia

leesburg, VA 20175

4/15/2007

loudoun resident and taxpayer

Subject: outer beltway

Stop the outer beltway until such a design can run between Md. and Va. as a parkway type setting and not the usual ugly system. Nothing less is acceptable!!!! The historical properties and their surroundings must be preserved. We need to look holistically at this not piece-meal it together.

Passarello, Kevin

Middleburg, VA 20118

4/16/2007

Subject: Outer Beltway Proposal/Loudoun County

Our community soundly rejected development in this area last fall with the denial of 33,800 new houses. An The proposed Outer Beltway in Loudoun County would make this land much easier to develop and funnel more commuter traffic onto our east-west roads like Route 50. The Transportation Planning Board should fix our east-west commuter routes and local road grid instead.

perin, jean

Middleburg, VA 20118

4/29/2007

Subject: outer beltway

this road will not help traffic flow..it is a conduit for development to clog the roads further

Comment in support of the I-66 Spot Improvements

Submitted by: An Individual

Kupiec, John

Fairfax, VA 22031

4/17/2007

Subject: Widening of I-66

Folks, I've lived in Northern Virginia for more than 50 years, long enough to remember the time before I-66, long enough to remember walking through the lots cleared for the I-66 right of way, long enough to remember the Coleman finding, and long enough to see how the region's development and resulting transportation issues have made the Coleman finding obsolete. I-66 is now jammed much of the day and evening in the Arlington where 3 or 4 lanes narrow to two. The air pollution generated by that traffic contributes significantly to the poor air quality in Northern Virginia. As an asthmatic, am greatly concerned with air quality. While I would like to believe that better public transportation would resolve the congestion problem, my experience indicates otherwise. I regularly use the Metro Orange line to travel from the Vienna station to points in Arlington and downtown. However, there are many instances where Metro is not a reasonable transportation alternative, such as when I have business at Virginia Hospital Center. Travel on local Arlington streets is often not a solution, because in many instances these roads are choked with traffic that has either bailed out of an I-66 traffic jam or is restricted by HOV hours. While I wish that I-66 could be widened to 4 lanes through Arlington, I realize that current impracticality of doing so. The proposed widening of certain sections of I-66, while not a complete solution to the current traffic problems, is a good first step. One more thing. I am an avid bicyclist, and regularly use the W&OD and Custis trails. I strongly recommend that any widening of I-66 include consideration of these bicycle trails, and take advantage of the opportunity to upgrade them. Bicyclist commuting will become more of an option as petroleum prices continue to rise. The widening of I-66 represents an opportunity to enhance the capabilities of bicycle transportation along the I-66 corridor. Some people would have you believe that the Coleman finding should be forever. If government followed that line of reasoning, the "separate but equal" doctrine would still be in force in our public schools. The Coleman finding served its purpose and stood for a generation, longer than many federal rulings. It's time to move beyond the antiquated Coleman finding and the NIBMY-ism of its advocates to craft transportation solutions that address the needs of all Northern Virginia jurisdictions, not just the desires of the few in North Arlington.

Comment on other regional transportation issue Other or All Projects

Submitted by: An Individual

harrison, stuart

ijamsville, MD 21754

5/6/2007

Subject: interchange i70meadow rd

why must we wait for a interchange. it is needed now. no \$ is poor excuse. Calif is rebuilding a interchange in 10 days after tanker fire . why do you allow contractors to rip us of tax \$ we have low risk prison people who need to to manual hard labor. give them a pick and shovel and build this interchange now. and you also need one at mussetter road too. this would solve all the traffic woes in town of new market. someof your planners want towaste \$ on street beautifulcation when it is important to get people out of the town by building some roads that we have paid taxes for years,yet we get nothing. it is a deplorable mess with highways in this area. you are not able to get people out of cars with mass transist. when are you going to realize this and build i270 3 lanes from fred to montgomery count y also.

Rix, Jim

Alexandria, VA 22315

4/21/2007

Subject: Transportation around Belvoir

i sure hope you put lots of bicycle routes in and around the area as you re-plan the transportation plan. it would be great to encourage less motorized commuting, and to encourage/reward those who ride to work and around the area. Its getting really congested in N. Va. Don't kill off all the quality of life measures, like bike routes, that make living in the area bearable. Thanks, Jim Rix

Comments Received at TPBPublicComment@mwkog.org

From: Steele.Geoff@[REDACTED]
Sent: Tuesday, April 17, 2007 5:26 PM
To: TPBPublicComment
Cc: waba@waba.org
Subject: Widening of I-66

Gentlemen:

The Board has heard the full range of comments regarding the proposed widening of the westbound segment of I-66 inside the Beltway. It's probably fair to say that the majority of proponents are residents of the farther suburban areas of the metroplex that would be well-served (they think) by widening this road. It's also probably fair to deduce that the majority of those opposed to the project are residents of Arlington County who will be negatively affected by increased noise, air pollution, and traffic congestion in our neighborhoods and on County streets that simply cannot be widened anymore because of existing homes and businesses.

Please remember that when accidents turn I-66 lanes into parking lots (in either direction), drivers bail out, get off I-66, and then and look for alternative 'by-pass' routing through Arlington's streets to get beyond the accident zone. The most-favored alternative routing is along Lee Highway, which links up again with I-66 in Falls Church. Because of increased frustration at being 'blocked' on I-66, then slowed by traffic lights at major cross streets, these people tend to be more in a hurry. I commonly see vehicles moving westbound on Lee Highway during the evening rush hour, traversing both commercial and residential areas at roughly 50 to 60 miles per hour (the posted speed limit is 30) and driving very aggressively. If the Board consults the Arlington County Police Department for statistics on violations, and the average speeds of drivers cited at the 'radar trap' frequently set on North Ohio Street, it may be an eye-opener for your deliberations on this issue. Please DO this -- talk to the Police Department. Get some corroborative facts.

Common sense should rule here. Any modification to the highway infrastructure close-in to the city that results in dramatic increases to the overall volume of vehicles flowing to and from downtown Washington is simply NOT a good idea. Any modification of the highways that will induce the building of more large-scale housing developments in Fairfax, Loudoun, Fauquier, and Orange Counties and enable those residents to commute into the city is NOT a good idea. Constantly caving into pressure from Congressmen who are trying to "serve" their constituents by forcing these roads to be built is NOT a good idea. In fact, it's a travesty of social responsibility. Especially with gas prices at \$ 3.00 a gallon and escalating weekly.

Getting people into carpools, or onto commuter busses, or re-establishing some form of a fast, efficient east-west surface rail transit system sharing the Metro trackage, perhaps, but going beyond the Vienna Station, using the median on I-66 and extending all the way to Gainesville and beyond, with spurs northward and southward to handle all the far suburban centers' population increases in future years west of the city, IS a very good idea. Reinstating HOV-3 (or higher) restrictions on I-66 inside the Beltway during rush hours and

aggressively prosecuting scofflaws IS a good idea. Adding toll booths inside the Beltway to raise money for maintenance and improvement of I-66 and development and support for mass transit options IS a good idea. Considering an arrangement with the Federal Government (the National Park Service) to widen the Virginia lanes of the George Washington Memorial Parkway by at least one lane in each direction, all the way from the 14th Street Bridge to the Veterans Bridge IS a VERY good idea.

So, the decision apparently is in your hands. Hopefully, the Board can 'connect the dots', use common sense, and not be afraid to say "NO !"

Geoff Steele
(a 35-year resident and taxpayer in Arlington County)

From: Hayes, Daniel F.
Sent: Tuesday, April 17, 2007 6:00 PM
To: TPBPublicComment
Subject: Widening of Route 66 in Virginia

To whom it may concern,

I wish to go on-record to encourage the maintenance of the W&OD pedestrian / bicycle trail along the proposed expansion of Route 66 in Virginia inside of the Capitol Beltway. Any options which eliminate the trail should be discarded, as the trail is one of the better transportation alternatives in the region, as well as a beneficial recreational facility. It's loss would be a major blow to the bicycling / pedestrian community.

Please do not sacrifice the trail to expansion of vehicular traffic lanes on Route 66.

Truly,

Daniel FC Hayes
Architect
[REDACTED]
Washington, DC 20010

From: Neil K. Williams
Sent: Tuesday, April 17, 2007 6:30 PM
To: TPBPublicComment
Subject: Oppose I-66 Spot Improvements

I strongly oppose the plan to construct the so-called 1-66 spot improvement. It would negatively impact the adjacent Custis Trail, public open space, wetlands, and forested habit. - Neil Williams

From: matt dale
Sent: Tuesday, April 17, 2007 7:36 PM
To: TPBPublicComment
Subject: I oppose the widening of Rt. 66.

I am a life long Arlington County resident and do not want to see Rt. 66 widened.

From: Jeremy Schneider
Sent: Tuesday, April 17, 2007 10:51 PM
To: TPBPublicComment
Subject: I oppose I66 widening

I oppose widening. I don't want to lose the bike trail. Widening I66 will only contribute to future congestion at great cost now and in the future.

Jeremy Schneider
[REDACTED]
Falls Church, VA 22046
[REDACTED]

From: Michael Spirtas
Sent: Wednesday, April 18, 2007 1:46 AM
To: TPBPublicComment
Subject: Comment on I-66 Widening

To whom it may concern:

As an Arlington citizen I'd like to express my opposition to the I-66 widening proposal. It is disingenuously titled "spot" when in fact it consists of large portions of the roadway. Little consideration is given to how the widening will impact the bike path, which allows many Arlingtonians, and others, a pollution-free, congestion-free commute. Instead of encouraging sustainable transportation, this proposal encourages and will increase traffic volume in Arlington. This is a bad idea, poorly executed.

Thanks for considering my comment,
Mike Spirtas

From: Melissa Schooler
Sent: Wednesday, April 18, 2007 9:56 AM
To: TPBPublicComment
Subject: I-66 spot improvements

Please do not approve the I-66 spot improvement project. This would negatively impact a lot of cyclists and alternative commuters. We keep saying there is too much traffic on the roads and this "improvement" will force some that have decided to help the situation by biking to work to get back in a car and add to the problem. And what is adding a lane in certain spots going to do? this will just add more bottlenecks where it returns to two lanes. We all know this will lead to a complete widening of 66 and this would take out even more important alternate commuter routes. Please do not approve this plan

Melissa Schooler

From: Mimano, Joshua Karuiru
Sent: Wednesday, April 18, 2007 2:35 PM
To: TPBPublicComment
Subject: On Proposed I-95 Hotlanes

Dear COG Officers

This is a comment on the proposed introduction of Hotlanes on I-95 using the HOV lanes.

I have lived in Woodbridge since November 2002 and have traveled extensively and the current HOV lanes are the best form of road transportation I have seen.

It is important that the High Occupancy remain the essential ingredient of any proposed change and not the ability to pay. The introduction of the hybrids in the HOV lanes is a classic example of the dilution of High Occupancy.

As a seasoned slugger, I would like to propose the following:

1. The HOV lanes work and work well. Don't fix or interfere with them. Just extend the lanes to Stafford and beyond.
2. Accept that there is a limitation on what roads can achieve in terms of growth, speed and cost.
3. Review successful transportation solutions such as the London Docklands light railway, The London, Croydon Tram system etc.
4. Seek to establish a high speed link between DC and Richmond with strategic stations along the way for commuter connections.
5. Changes to the I-95 HOV lanes should be a part of the DC Metropolitan Area strategic transportation plan and not just another project for profiteers.

Joshua Mimano

████████████████████
Woodbridge, VA 22191

From: phil4255@██████████
Sent: Wednesday, April 18, 2007 4:41 PM
To: TPBPublicComment
Subject: HOT Lane Proposal

I couldn't hold back any longer. I would like to voice my opposition to the I95 HOT lane proposal. Why take a system that is working and impose one that is questionable at best? It all boils down to one word, PROFIT. Someone has pitched a convincing story that I believe will not work. The only ones I know of who would be willing to pay the outrageous tolls being mentioned are contractors who could bill this to their clients or those who will be subsidized by their employers. I'm also extremely upset that the highway that I helped fund will be turned over to a for-profit enterprise, effectively denying me of its use.

I'm a long time user of the HOV lanes, having commuted from PW county to DC by carpool, bus and motorcycle. Here are a few of my reasons "why not". Currently, ALL commuters get to use the lanes for free during the non-prime hours, helping to spread out the rush hour. This incentive will be removed. What about the weekends, when all drivers use the HOV lanes for free, spreading out the flow of traffic? I'm sure HOT lane tolls would be in effect 24/7. Be prepared for more weekend traffic jams in the regular lanes. Currently, the HOV lanes are opened to all drivers during emergency situations in the regular lanes. I can't see operators of the HOT lanes accommodating this since it would cut into their profit margin (they could make even more money in those situations from drivers seeking to escape the problem). I am a regular motorcycle commuter and have contacted VDOT a number of times regarding the status of motorcycles on HOT lanes (since we are currently permitted to use the HOV lanes). Each time, they sidestepped my question, indicating that they would get back to me (of course they never have). Unfortunately, the HOT lane proposal appears to be a "done deal". I'm sure the highway developers are well-funded enough to counter any grass roots campaign. My only hope is that implementation drags out for at least 6 more years (when I'll be eligible to retire).

From: Greg Gorham [mailto:GorhamG@Starband.NET]
Sent: Wednesday, April 18, 2007 9:17 PM
To: TPBPublicComment
Subject: alternative D for Battlefield Bypass is not good, please reject it.

I oppose the proposed route for the Manassas Battlefield Bypass. This is not a road that serves both commuters and park visitors.

The northern "D" route is longer for east west traffic.

To spend that much on a road it had better make transportation better for more than a handful of park visitors.

Please let me know how the vote was recorded in your recent meeting on this subject.

Thank you.
Greg Gorham

From: Valentina
Sent: Friday, April 20, 2007 8:40 AM
To: TPBPublicComment
Subject: I-66 widening

Thank you for the opportunity to comment.

The so-called I-66 "spot improvements" involve neither spots nor improvements and are unnecessary, counterproductive, and unwarranted.

This VDOT project is merely a thinly disguised scheme to shoehorn three large segments of a third westbound I-66 travel lane with minimal consideration of its adverse environmental and regional travel impacts. I believe it violates NEPA in this regard by not considering cumulative impacts.

Congestion on I-66 could be eliminated immediately, permanently, and with almost no construction cost or traffic disruption, simply by expanding the current hours of HOV-2 restrictions which have been overly limited to 2.5 hours Monday-Friday in one direction only.

Thanks

From: Martha Malcolm Cooper
Sent: Tuesday, May 08, 2007 12:30 PM
To: TPBPublicComment
Subject: Widening I66 in Arlington

Dear officials,

Please consider the importance of public transportation and bicycles in your deliberations. We must work harder on making safe bike travel as a significant part of the choices we make about our roads.

We are forever accommodating the car driver over the public good.

Thank you,

Martha Cooper
WABA member