



## **MEMORANDUM**

**TO:** TPB Technical Committee  
**FROM:** Marcela Moreno, TPB Transportation Planner  
**SUBJECT:** Visualize 2045 Project List Public Comment  
**DATE:** May 31, 2023

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The Transportation Planning Board is accepting public comment on the Visualize 2045 Project list as part of the Visualize 2050 plan update on a rolling basis. Comments can be submitted via an online form found on the TPB Comment Form ([mwcog.org/tpbcomment](http://mwcog.org/tpbcomment)) and Visualize 2050 Get Involved webpage (<https://visualize2045.org/plan-update/visualize-2050/get-involved/>). Comments are collected until 5:00PM on the Wednesday before the TPB Technical Committee meeting. These comments are compiled and shared with the Technical Committee and the TPB at their monthly meetings and shared online.

Between the May 5, 2023 TPB Technical Committee meeting and 5PM on Wednesday, May 31, 2023, the TPB received 11 submissions from the Visualize 2050 Initial Project List Feedback Form. Comments already shared at the May 2023 TPB meeting are denoted with an asterisk (\*).

The comments are summarized below. All full comments are attached to this memo.

### **PUBLIC COMMENT FROM VISUALIZE 2045 FEEDBACK FORM**

#### **Anonymous – Project Comment via Online Form – May 30, 2023**

A commenter expressed support for the Rt 7 Corridor Improvements (VA). They added comments on behalf of the Sierra Club Virginia Chapter asking the TPB to create a Visualize 2050 plan that reflects the goals of regional, state, and local planners and residents and shared examples of how this could be accomplished.

#### **Anonymous – Project Comment via Online Form – May 30, 2023**

A commenter expressed support for the Duke Street BRT Design & Construction project (VA).

#### **Jonathan Krall – Project Comment via Online Form – May 30, 2023**

Krall expressed support for the Duke Street BRT Design & Construction project (VA) and further expressed support for the DSIM advisory group's recommendation to include center running bus lanes on Duke Street with separate spaces for pedestrians and cyclists. They expressed support for the Alexandria 4<sup>th</sup> track project in Virginia and MARC improvements (MD) stating they want easier access to rail as they get older and desire not to drive.

#### **James Durham – Project Comment via Online Form – May 30, 2023**

Durham expressed support for the DASH Service Expansion project (VA) stating that growing the DASH fleet is important to increasing frequency, and ultimately ridership. They also expressed

support for the Duke Street BRT Design & Construction project in Virginia stating that BRT infrastructure will improve safety, travel time, and reliability for DASH and Metrobus service.

**Bonnie O'Day – Project Comment via Online Form – May 30, 2023**

O'Day expressed support for the Duke Street BRT Design & Construction project (VA) stating the project's importance for safety on Duke Street. They also expressed support for the DASH Service Expansion project in Virginia stating better bus service will encourage people to not drive.

**Dane Lauritzen – Project Comment via Online Form – May 30, 2023**

Lauritzen expressed support for the Duke Street BRT Design & Construction project (VA) stating that providing more transit and pedestrian options will benefit the community through equity, reduced travel times, environmental benefits, and safety.

**Anonymous – Project Comment via Online Form – May 31, 2023**

A commenter expressed support for the Duke Street BRT Design & Construction project (VA) stating that as Alexandria's primary east-west corridor and a site for future development, a BRT project is important so people can move through the city safely, efficiently, and sustainability. They expressed support for the DASH Service Expansion (VA) to build on the bus service's success for a sustainable mode in the region. They expressed opposition to the Crosen Lane and Devlin Road widenings (VA) stating their concern about climate and congestion impacts. They expressed support for the Landmark Transit Center (VA)

**Anonymous – Project Comment via Online Form – May 31, 2023**

A commenter expressed support for the Landmark Transit Center (VA). They also expressed opposition to the Lee Highway, Liberia Avenue, and Loudoun County Parkway widening projects (VA) stating their concerns about climate and congestion impacts. They expressed support for the District-wide Bicycle and Pedestrian Management program (DC). They also expressed support for the Grant Avenue Road Diet (VA).

**Anonymous – Project Comment via Online Form – May 31, 2023**

A commenter expressed opposition to the Magarity Road, Rolling Road, Route 15, and US 29 Widening (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) widening projects (VA) stating their concerns about climate and congestion impacts. They also expressed support about the West End Transitway.

**Anonymous – Project Comment via Online Form – May 31, 2023**

A commenter expressed opposition to the VA 123 (Fairfax), VA 123 (Prince William), Washington Boulevard widening projects (VA) stating their concerns about climate and congestion impacts. They expressed support for the US 1 Bus Rapid Transit and VRE L'Enfant Station and 4<sup>th</sup> Track projects (VA). They also expressed support for the Union Station to Georgetown Streetcar Line (DC).

**Anonymous – Project Comment via Online Form – May 31, 2023**

A commenter expressed support for the VRE Service Improvements (Reduce Headways) (VA).

**Public Comment Received from February 15 – May 31, 2023**

The comments outlined below were received from the Visualize 2045 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – May 31, 2023 at 5PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

**Table 1. District of Columbia Project Comment**

Date	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/28/2023	Union Station to Georgetown Streetcar Line	Project webpage	Neutral		
3/22/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree		Mark Scheufler
4/13/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly disagree	the existing bike lanes have constrained and restricted traffic flow. This program does not increase traffic throughput, it in fact impedes it. Secondly, because the bike lanes are both on the right hand side of the road and the fact that it is slowing traffic has increased the danger to both bike riders, pedestrians, and drivers by forcing the drivers to make a right hand turn from the middle lane.	
4/13/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly disagree	Given the constraints to traffic from the bike lanes, further impeding traffic in a high traffic area by taking away lanes for a street car makes no sense. If the bike lanes go away, then and only then, does it make sense to remove another lane for street cars.	

5/2/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	The current streetcar route does not provide significant transit benefits because the route is too short to connect many destinations on a trip. The extension west (together with the currently planned extension east to Benning Road) has the potential to fill a significant transportation gap and should be used together with mixed-use development along the corridor to create an excellent east-west corridor for DC. There would be significant equity benefits by connecting east of the river neighborhoods with downtown DC, and there is potential to facilitate tourism as the Streetcar could support trips taken from Georgetown or the white house area to reach difficult-to-reach areas like H Street Corridor or the Anacostia River.	Eric Englin
5/31/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
5/31/2023	Union Station to Georgetown Streetcar Line		Strongly agree		

**Table 2. District of Columbia Project Suggestions**

	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
5/2/2023	Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential	Eric Englin

	economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice.	
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**Table 3. Maryland Project Comment**

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
3/13/2023	I-270"	Advocacy organization	Disagree	Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland.	
3/13/2023	MARC Improvements	Advocacy organization	Strongly agree	We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children.	
3/17/2023	MD 28/MD 198 Corridor Study,	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon	Greg Visscher

	Potomac River Bridge to Loudon County Connecting MD-28 Into Dulles, VA			County, VA. For security, faster transport, better economics, and so much more.	
3/18/2023	Op Lanes Maryland Phase 1	News/media, It impacts an organization I'm affiliated with	Strongly disagree	It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking	Nancy Soreng
3/18/2023	Brunswick Line	Advocacy organization	Strongly agree	Expanding more frequent trains would take pressure off I 270 and be better for the environment	Nancy Soreng
3/20/2023	Montrose Parkway	Neighborhood/civic association	Neutral	The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely dangerous and I currently try to avoid it whenever possible.	Mary Stickles
3/20/2023	Veirs Mill Bus Rapid Transit	Neighborhood/civic association	Strongly agree	More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route.	Mary Stickles
3/20/2023	Brunswick Line	Project webpage	Strongly agree	We need more and more dependable transit options in the MD DC suburbs. Brunswick line does not run frequently enough to be well used as it could be.	Mary Stickles

3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		<p>I submit this article from WAPO, in case you missed it. Good points.</p> <p><a href="http://www.washingtonpost.com">www.washingtonpost.com</a> washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	Arlene Montemarano
3/26/2023	Op Lanes Maryland Phase 1 (	Advocacy organization	Strongly disagree	There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched	Arlene Montemarano

	Creating more of a heat sink as the planet gets hotter.)			fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\hat{T}$ where Q is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and $\hat{T}$ the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases ( $\hat{T}$ ). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.	
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Serving on the TPB previously	Strongly disagree	This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	Kacy Kostiuk
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk



4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall

**Table 4. Virginia Project Comment**

	<b>Project</b>	<b>How did you learn about this project?</b>	<b>I support this project's inclusion in Visualize 2050?</b>	<b>Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.</b>	<b>Name</b>
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		

2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects--both outside and inside the Beltway--have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH.	Allen Muchnick
3/3/2023	I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55)	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	
3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick

3/13/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads.	
3/14/2023	VA 7, Widen, any road widening		Strongly disagree	adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse	Steve Wardell
3/15/2023	VA 28 Widening, General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the		Strongly disagree	There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson.	

	region's climate goals.				
3/15/2023	Duke Street BRT Design & Construction	Project webpage, i live in the Duke St corridor	Strongly agree	BRT projects like the one on Duke St are beneficial to climate and enable more people to travel without relying on cars. Transit and bike/ped projects like this should receive the vast majority of funding	Alex Goyette
3/16/2023	Richmond Highway Corridor Improvements	Fairfax County Alert	Strongly agree		

3/22/2023	Route 1 Improvements, CE2161	Project webpage	Disagree	Remove widening VA 123 to 6 lanes from Annapolis Way to US 1 (VP10g) from the project. Less than 20000 AADT does not warrant the high priority highway expansion. Developer can improve roadway as needed.	Mark Scheufler
3/22/2023	Rippon Boulevard Extension	Project webpage	Strongly agree	Update Project Description to future scope	Mark Scheufler
3/22/2023	Wellington Road Improvements	Project webpage	Neutral	CE3695 - Update Project Description to future scope/Combine with CE2145	Mark Scheufler

3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE1942 - Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE2685 - Remove/Consolidate/Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Disagree	CE3180 - Update Project Description to future scope [Align with High Capacity Transit] - Project is restricted due to I-95 Express Lane Concessionaire Agreement <a href="https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf">https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf</a>	Mark Scheufler

3/22/2023	Catharpin Road, Widening	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	McGraws Corner Drive	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Vint Hill Road Improvements	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler

3/22/2023	John Marshall Widening		Disagree	CE3694 - Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Dale City Parkway Node New Through Boulevard	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Battlefield Park Bypass Project	Project webpage	Strongly disagree	Recommend Route 29 Alternate Alignment	Mark Scheufler



3/22/2023	US 15 Improvements		Neutral	CE3162 - Combine with CE1803	Mark Scheufler
4/25/2023	US 15 Improvements	Project webpage	Strongly agree	I'm assuming this is the project to widen US 15 and build a railroad overpass near the Town of Haymarket (CE1803). If not, please file these comments under that project. This is a badly overdue project that causes both congestion and safety issues to this day. Traffic on this stretch of US 15 has grown significantly over the last 10 years and it not only serves as a 2-lane bottleneck on a 4-lane road, but also a high-risk area due to the at-grade railroad crossing. This project would go a long way in lessening both congestion and injuries/fatalities.	
4/25/2023	John Marshall Widening	Project webpage	Strongly agree		
5/30/2023	Rte 7 Corridor Improvements - Phase 2		Agree	The Sierra Club Virginia Chapter asks that the Transportation Planning Board create a Visualize 2050 plan that reflects the goals of regional, state and local planners, and the desires of residents. For example: <ul style="list-style-type: none"> <li>• The Metropolitan Washington Council of Governments acknowledges that in order to meet its goal of a 50 percent reduction in GHG emissions below 2005 levels, an unprecedented set of collaborative actions is needed.</li> <li>• The TPB's climate study showed that the region must shift far</li> </ul>	

				<p>more trips to sustainable modes and create compact walkable communities - in addition to adopting electric vehicles - to meet its climate target. The climate study also showed that this is feasible but it requires urgent action starting this decade. TPB's Climate Change Mitigation Study found that the region must reduce per capita vehicle miles traveled of passenger cars by 20% by 2030 relative to pre-pandemic levels in addition to rapidly adopting electric vehicles to meet the COG climate target. • Virginia's Transportation Plan (VTrans) includes objectives to reduce per-capita vehicle miles traveled, reduce transportation-related NOX, VOC, PM, and CO emissions, and increase the number of trips traveled by active transportation (bicycling and walking.) • Local efforts in Virginia are underway to reduce parking requirement minimums, which necessitates more multimodal transit to move people, rather than more lanes to move cars. • Families and individuals desire safe ways to get to shopping, recreation and other destinations without constantly having to pile into a car. Highway expansion projects are the future we are trying to avoid. Route 7 BRT is one example of a project that meets the region's goals, as well as the needs of residents. However, the projects submitted by the member jurisdictions and agencies are too weighted toward road expansion, and do not integrate transit improvements or bicycling and pedestrian connections sufficiently. For example, improvements on Routes 50, 29, 123 and other arterial roads in Fairfax County should provide dedicated bus lines and BRT.</p>	
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5/30/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	In their final report to City Council, the DSIM Advisory Group stated that "The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.	Jonathan Krall
5/30/2023	Alexandria 4th Track (Any project that improves VRE)	Friend/colleague	Strongly agree	I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Important for safety and other improvements on Duke Street	Bonnie ODay
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Need better bus service to encourage people not to drive	Bonnie ODay

5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users.	Dane Lauritzen
5/31/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably	
5/31/2023	DASH Service Expansion	Advocacy organization	Strongly agree	DASH service expansion will build on the success of Alexandria's bus service, which is critical sustainable transportation infrastructure in the region	
5/31/2023	Croson Lane widening	projects listed here	Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Devlin Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Landmark Transit Center		Strongly agree		

5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Lee Highway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Liberia Avenue widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Grant Avenue Road Diet		Strongly agree		
5/31/2023	"Loudoun County Parkway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Magarity Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Rolling Road widening project		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term,	

				but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Route 15 North Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	West End Transitway		Strongly agree		
5/31/2023	VA 123 Widening (Fairfax)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VA 123 Widening (Prince William)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	

5/31/2023	US 1 Bus Rapid Transit		Strongly agree		
5/31/2023	VRE L'Enfant Station and 4th Track		Strongly agree		
5/31/2023	Washington Boulevard Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VRE Service Improvements (Reduce Headways)		Strongly agree		

**Table 5. Virginia Project Suggestions**

	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
2/27/2023	BRT	
3/17/2023	A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west.	Greg Visscher
3/22/2023	1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA   TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA   TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA   TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA   TRV) - Phase X 5. I-95 Bi-Directional Express Lanes   Dale City to Springfield 6. I-95 Bi-Directional Express Lanes   Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass)	Mark Scheufler

	12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	
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**Table 6. Multi-jurisdictional Project Suggestions**

	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick
3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell



3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng
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