



MEMORANDUM

TO: TPB Technical Committee
FROM: Marcela Moreno, TPB Transportation Planner
SUBJECT: Visualize 2045 Project List Public Comment
DATE: April 7, 2023

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) 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 March 3, 2023 TPB Technical Committee meeting and 5PM on Wednesday, April 5, 2023, the TPB received 15 comments from the Visualize 2045 Initial Project List Feedback Form. Comments already shared at the March 2023 TPB meeting are denoted with an asterisk (*).

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

PUBLIC COMMENT

Anonymous – Project Comment via Online Form – March 3, 2023*

A commenter provided feedback about the I-66 Improvements (I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55) stating that they believe part of the project has been completed, and incomplete or future elements should be resubmitted as a separate, new project.

Allen Muchnick – Project Comment via Online Form – March 3, 2023*

Muchnick provided feedback about the Grant Avenue Road Diet suggesting that any unfunded elements should be resubmitted as a new, separate, and re-scoped project. Muchnick added that unbuilt segments of the National Capital Trail Network should be completed by 2030 and outlined key projects in Prince William County.

Anonymous – Project Comment via Online Form – March 13, 2023*

A commenter provided feedback about the I-270, stating that any highway widening project will create induced demand and pollution, and to direct investments in transit. They also provided feedback on MARC improvements stating that rail infrastructure should be prioritized.

Anonymous – Project Comment via Online Form – March 13, 2023*

A commenter provided feedback about the VA 123 Widening (Fairfax), stating that lane widening projects create induced demand and worsen congestion.

Steve Wardell – Project Comment via Online Form – March 14, 2023

Wardell provided feedback about the VA 7, Widening project suggesting that adding additional road capacity increases miles driven, which results in additional carbon emissions. They added that they would like to see more congestion pricing projects.

Alex Goyette – Project Comment via Online Form – March 15, 2023

Goyette provided feedback about the VA 28, Widening (Fairfax) project stating that there are too many roadway widening projects which results in induced driving and increased emissions. They suggest that funding should be prioritized for maintaining existing infrastructure and climate-friendly transportation options. They shared support for the Duke St. BRT project.

Anonymous – Project Comment via Online Form – March 16, 2023

A commenter shared support for the Richmond Highway Corridor Improvements.

Greg Visscher – Project Comment via Online Form – March 17, 2023

Visscher provided feedback about the MD 28/MD 198 Corridor Study expressing support for another Potomac River crossing connecting Montgomery County and Loudoun County.

Nancy Soreng – Project Comment via Online Form – March 18, 2023

Soreng provided feedback about the Op Lanes Maryland Phase 1 project expressing concern about climate and the environment. They expressed support for the Brunswick Line project, stating train frequency would benefit the environment and I-270 congestion. They added a suggestion about incentives to expand telecommuting.

Mary Stickles – Project Comment via Online Form – March 20, 2023

Stickles provided feedback about the Montrose Parkway project expressing concern about the railroad crossing and supporting re-routing the road above the tracks. They expressed feedback about the Viers Bus Rapid Transit project and shared support for more east-west transit routes, and pedestrian/bike improvements on the route. They expressed support for the Brunswick Line project and more frequency.

Mark Scheufler – Project Comment via Online Form – March 22, 2023

Scheufler provided feedback about several projects including Route 1 Improvements (CE2161) project stating that traffic does not warrant high priority highway expansion; Rippon Boulevard Extension suggesting an update to the project description; Wellington Road Improvements suggesting update to the project description and combine with CE2145; Route 1 Improvements (CE1942) suggesting update to the project description; and Route 1 Improvements (CE2685) suggesting update to the project description. They also suggested 15 projects for consideration in Virginia.

Mark Scheufler – Project Comment via Online Form – March 22, 2023

Scheufler provided feedback about several projects including Route 1 Improvements (CE3180) suggesting update to the project description. They provided feedback that Catharpin Road, Widening, McGraws Corner Drive, Vint Hill Road Improvements, and John Marshall Widening (CE3694) projects should be funded by a developer. They expressed support for the Union Station to Georgetown Streetcar Line.

Mark Scheufler – Project Comment via Online Form – March 22, 2023

Scheufler provided feedback about several projects including Dale City Parkway Node New Through Boulevard stating the project should be funded by a developer; Battlefield Park Bypass project suggesting an alternative alignment; and US 15 Improvements (CE3162) should be combined with CE1803.

Arlene Montemarano – Project Comment via Online Form – March 24, 2023

Montemarano provided feedback about the Op Lanes Maryland Phase 1 project submitting a Washington Post article “Maryland residents won when a toll-lane plan failed” from March 21, 2023.

Arlene Montemarano – Project Comment via Online Form – March 26, 2023

Montemarano provided feedback about the Op Lanes Maryland Phase 1 project stating concern about heat from new pavement.

Public Comment Received from February 15 – April 5, 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 – April 5, 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

Table 2. Maryland 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
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, Potomac River Bridge to Loudon County Connecting MD-28 Into Dulles, VA	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more.	Greg Visscher
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	Mary Stickle

				dangerous and I currently try to avoid it whenever possible.	
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		I submit this article from WAPO, in case you missed it. Good points. www.washingtonpost.com 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	Arlene Montemarano

				<p>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>	
3/26/2023	Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	<p>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 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 $Q = Mc\Delta T$ 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 ΔT 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 (ΔT). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.</p>	Arlene Montemarano

Table 3. Virginia 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
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 region's climate goals.		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.	
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 https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf	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
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Table 4. Virginia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
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) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	Mark Scheufler

Table 5. Multi-jurisdictional Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
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