



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Compilation of Comments Received on the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP), the FY 2017-2022 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis
DATE: October 11, 2018

Attached to this memo is a compilation of all comments received Visualize 2045, the FY 2019-2024 TIP, and the Air Quality Conformity Analysis during the public comment and inter-agency review period held by the TPB from September 7 through October 7, 2018.

The comments are organized into the following groups:

1. Comments submitted by TPB member jurisdictions, TPB committees and COG Committees
2. Comments submitted by non-profit advocacy organizations
3. Comments submitted by individuals

Comments Received on Visualize 2045, the FY 2019-2024 TIP, and the Air Quality Conformity Analysis

Submitted by: TPB/COG Member Jurisdiction or Committee

Acosta, Marcel *Washington, District of Columbia* Comment ID: 112

National Capital Planning Commission

Subject: NCPC Comments on draft TPB Visualize 2045 Plan

See comments in attachment on page 20.

Bulova, Sharon *Fairfax, Virginia* Comment ID: 111

County of Fairfax

Subject: comments on Visualize 2045

See comments in attachment on page 23.

Kostiuk, Kacy *Washington, District of Columbia* Comment ID: 113

TPB Access for All Advisory Committee

Subject: AFA Comments on the Visualize 2045 Draft

See comments in attachment on page 25.

Riemer, Hans *Washington, District of Columbia* Comment ID: 63

Metropolitan Washington Air Quality Committee

Subject: MWAQC Transportation Conformity Comment Letter

See comments in attachment on page 29.

Shields, Wyatt *Falls Church, Virginia* Comment ID: 100

City of Falls Church

Subject: City of Falls Church's Comments on Visualize 2045

See comments in attachment on page 31.

Submitted by: Non-profit or Advocacy Organization

Grymes, Charles *Manassas, Virginia* Comment ID: 62

Prince William Conservation Alliance

Subject: Visualize 2045

The Prince William Conservation Alliance supports the focus on mobility. Jurisdictions need to integrate land use planning more effectively with transportation planning. Housing density needs to be highest near transportation nodes such as Virginia Railway Express (VRE) stations in places such as Prince William County, and in the long run VRE needs to be upgraded from a commuter rail system into a transit system with service throughout the day and on weekends. That upgrade will be more realistic if more people live/work within walking/biking distance of VRE stations, such as the soon-to-be-expanded station at Broad Run. While the Transportation Planning Board has traditionally minimized involvement in land use planning, it can not achieve its goals unless it is more effective in shaping land use. The transportation challenges for short-distance commuters also need to be prioritized. Many service workers depend upon local bus service; do not ignore those opportunities.

Harris, Katie

Washington, District of Columbia

Comment ID: 59

Washington Area Bicyclist Association (WABA)

Subject: Walking and biking are central to our future

A successful long range plan needs to put biking, walking, and transit at its core. If we want to achieve our environmental, air quality and sustainability goals as a region, we need to be much more forward-thinking in planning for people who bike and walk. Visualize 2045 needs to include a plan for a regional paved trail network, like the one that the Capital Trails Coalition has defined. This coalition, composed of government agencies (including many TPB members), non-profit organizations, business improvement districts, civic associations, and many more, has done extensive research on the existing and planned trail network. The coalition has also collaboratively defined criteria for trail network inclusion. The TPB should adopt both the criteria, and the trail network, as the aspirational trails initiative in the long-range plan. See also comments in attachment on page 33.

McCary, Richard

Sterling, Virginia

Comment ID: 108

Committee for Dulles

Subject: Visualize 2045 Comment

See comments in attachment on page 34.

Meurlin, Keith

Dulles, Virginia

Comment ID: 69

Washington Airports Task Force Subject:

Visualize 2045 Comment

See comments in attachment on page 36.

Paschall, Daniel

Durham, North Carolina

Comment ID: 64

East Coast Greenway Alliance

Subject: Comments Made at September 21, 2018 TPB Meeting

See comments in attachment on page 37.

Swift, Susan

Rockville, Maryland

Comment ID: 71

Suburban Maryland Transportation Alliance (SMTA)

Subject: Visualize 2045 and TIP Comments

See comments in attachment on page 38.

Taylor, Caroline

Poolesville, Maryland

Comment ID: 90

Montgomery Countryside Alliance

Subject: Visualize 2045 - the right mix

On behalf of Montgomery Countryside Alliance, a registered 501(c)(3) in Maryland with over 9000 members and supporters, I would like to thank the Transportation Planning Board and staff for their work on developing a long range plan that combines land-use, transit, etc. to address our regional transportation needs. The seven items in the aspirational section are properly highlighted and we look forward to working with Montgomery County to ensure that we achieve these goals. We will continue to focus on those solutions that can achieve demonstrable success for our region, while defending against projects that would promote sprawl development and induced traffic such as the outer Potomac highway crossing. Respectfully,

Whitfield, Rob

Fairfax, Virginia

Comment ID: 60

Fairfax County Taxpayers Alliance

Subject: Comments Made at September 21, 2018 TPB Meeting

See comments in attachment on page 40.

Submitted by: An Individual

Abeles, nancy

Comment ID: 68

Subject: Comments Made at September 21, 2018 TPB Meeting

See comments in attachment on page 41.

Alexandria, Daniel

Alexandria, Virginia

Comment ID: 32

Subject:

Please put more effort into de-emphasizing the automobile and supporting safer, healthier alternative transport such as cycling, walking and (working) public transportation. The region remains biking unfriendly which is a deterrent if we want to continue to attract and maintain a young, talented population and keep our citizens safe. Work more with the Capital Trails Coalition.

Amer, Nathan

Washington, District of Columbia

Comment ID: 10

Subject: We need additional bike infrastructure

I'd like to make my voice heard that more bike and pedestrian infrastructure should be added to the Visualize 2045 plan. With the roll-out of more docked and dockless bikes as well as the recent inclusion of electric scooters, it is clear that our city is moving in a different direction beyond just automobiles. In 25+ years and considering the current growth rate of our city, we will continue to face significant traffic challenges and no amount of car infrastructure is going to change that. I think we need to prioritize green, safe, dedicated and PROTECTED bike/scooter lanes so that more people can feel comfortable using these alternative (and non-polluting!) sources of transportation. We need to work to get more cars off the road and not add to the automobile congestion that leads to dirty air and climate change.

Anderson, Scott

Comment ID: 106

Subject: Oppose Toll Lanes

Toll lanes discriminate against average Americans in favor of the wealthy. I strongly oppose toll lanes. If people want to avoid traffic, then they can use the train and subway system.

Badgley, Ashley

Washington, District of Columbia

Comment ID: 53

Subject: Bikes

Hello, the plan falls short when it comes to protected bike lanes and trails. For the safety, health and happiness of DC residents, we need less cars and buses and more bikes. However, until there are more PROTECTED bike lanes, people won't ride. Cyclists are dying because of drivers believing they own the road and not looking. Take more action to curb emissions and get more people on bikes.

Baroody, Marie

Sterling, Virginia

Comment ID: 82

Subject: Visualize 2045

Please stop the crazy talk about a bridge over the Potomac in the Sterling area. I vehemently oppose this proposal and am all with Montgomery County's opposition! Keep the environment safe!

Baroody, Marie

Sterling, Virginia

Comment ID: 102

Subject: Visualize 2045 Comment

As a new resident of Loudoun County I have come to realize that MORE is not always best. By more, I mean cars, trucks, motorcycles, trailers, etc. I am vehemently opposed to another Potomac crossing bridge in our county and feel it will only bring MORE of the above, sacrificing our environment, our way of living and getting around, & our pockets. Montgomery County SHOULD be opposed, as they are the only sensible ones if they hold their ground. Fairfax County has already been overbuilt and I don't feel we need even more, particularly when it involves the community vs. just politicians with their "visions" for all. All means their friends, rich developers, and sponsors; it does not mean the every day person who lives here.

Bell, Lissa

Hyattsville, Maryland

Comment ID: 11

Subject:

This plan needs to do much more and invest much more money in the areas of walking and biking infrastructure. Please fully adopt the Capital Trails Network as part of the long-range transportation plan.

Bethesda, MARK

bethesda, Maryland

Comment ID: 19

Subject: Biking/walking

I strongly urge you to adopt the Capital Trails Network initiative as part of your long-term plan. I drive, I ride Metro, I bike, and I walk. We need all those things and we need to do a better job with all of them. But please don't put biking and walking on the back burner. These are critically important parts of our area's transportation network. Be bold! Incorporate the full Capital Trails Network into your long-term plan! Thanks.

Bonanno-Watson, David Allen

Oxon Hill, Maryland

Comment ID: 39

Subject: Future of transportation

I love bicycling. I fix bikes for a living. I commute by bike. I would really love to see more and better cycling infrastructure.

Boxerman, Josh

Washington, District of Columbia

Comment ID: 1

Subject: more bike and transit infrastructure and less highways

this plan doesn't go far enough to get people out of their cars and onto bikes and transit. we should be talking about adopting the full Capital Trails Network, for starters. we should be talking about removing highways, not expanding them. this is for the sake of our air, our health, our climate, and our cities.

Callaghan, Clare

Rockville, Maryland

Comment ID: 79

Subject: Input

We need to improve cross region transit. Not everyone wants to get into DC. More frequent MARC to Frederick, extend its service hours, and consider running metro from Grosvenor to Dulles. An elevated line across the Potomac to Dulles would connect the 270 biotech corridor with the Dulles IT corridor.

Ciminio, Andrea

Kensington, Maryland

Comment ID: 15

Subject: Visualize 2045 and bike infrastructure

I encourage the TPB to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. We need more investment in cycling and walking and less investment in infrastructure for cars. I bike commute every weekday from Montgomery County to Washington DC and everyday I am reminded of what a small fraction of our transportation dollars are spent to make our roads safe for the people trying to get to their destination in the most eco-friendly, healthiest, and cheapest way. Let's change that with Visualize 2045 so we can reduce traffic fatalities, help the environment and help people who can't afford to have cars.

Clark, James

Bethesda, Maryland

Comment ID: 95

Subject: Transit 2045

Focus on carbon reduction by all services and modes. True BRT, be brave instead of cowards. Multiple river crossings between Virginia and Maryland at Montgomery County. Extend the Purple Line into Virginia. More speeding cameras and more traffic enforcement. Automobile drivers are horrible dangers to our society. True bike lanes that are safe and physically separated from autos. Establish large multi-block woonerfs. Strongly encourage business to allow teleworking or simply pass legislation to require it of them. We should work from home 3 days a week and only commute 2 days a week. There should be more MARC and VRE trains and service. It should be simple and fast to ride a train from Richmond to Baltimore.

Comeaux, Noel

Alexandria, Virginia

Comment ID: 105

Subject: Visualize 2045 Comment

Can you please add ferry as a Transportation Demand Management alternative to the plan? Simply the potential for it as an alternative, denoted by the growth of the system in New York, City, means there is a value for its inclusion. Further, reports such as TRB's TRCP 102 and forthcoming research from the TRB AP085 Ferry Committee will further show its value as a stand-alone mode but notably as part of any multimodal trip - commuting or recreational.

Corris, Kirstin

Washington, District of Columbia

Comment ID: 42

Subject: More Bike Infrastructure Needed

In spite of the lack of bike infrastructure currently in DC, more and more people are choosing cycling as transportation. This will only continue to grow. Failing to increase the infrastructure for cyclists will only gum up the roads as cyclists will ride in the road where there is no convenient bike accommodations. Please consider getting ahead of the problem instead of trying to catch up after the fact. Our city is falling behind other major urban areas. If New York can build cycling infrastructure, any city can. Additionally, I support a closed-off section of the heart of downtown where only bicycles and pedestrians can go. Many cities have done this and the economic benefits are clear. These areas boom with consumers strolling, enjoying, shopping. Sincerely, Kirstin Corris

DeMaio, Paul

Washington, District of Columbia

Comment ID: 47

Subject:

We deserve the future we plan for and this future should be one with biking and walking representing a significant portion of trips in our region. Visualize 2045 needs to envision a bolder future for people who walk and bike. It doesn't plan for the transportation future that we need. The TPB could encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan. This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations, and other stakeholders. The TPB needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects.

derleth, james

washington, District of Columbia

Comment ID: 20

Subject: People Friendly Transportation

To whom it may concern, as you develop the 2045 plan, please focus on people friendly transportation options (pedestrian and bike lanes, public transportation). More roads are not the answer. They isolate communities, increase pollution and congestion, and weaken neighborhoods. Sincerely, Jim Derleth

DesJardins, Zachary

Alexandria, Virginia

Comment ID: 51

Subject:

Please include the Capital Trails Network within your plan and fully fund it. It is included as an aspiration goal but lacks funding unlike highways. Please omit all highway expansions because they will only make congestion worse, not better. Your organization's previous support for highway expansion has made congestion worse time and time again, how much more money must we waste before this stops?

Subject: Comments on Visualize 2045

The 4 points in the Call to Action to regional leaders are well reasoned. However, one cannot achieve all 4 goals if the aspirational initiative of "expand express highway network" is adopted. The later would inevitably increase single occupant travel ("induce demand") and lessen usage of Metrorail and other transit options. Expanding express highway network also would exacerbate the region's existing significant problem of not meeting Federal air quality standards. The public's unfortunate preference for SUVs and aversion to buying electric vehicles will make it difficult to meet vehicle-related emissions budgets for ozone, and this problem would be magnified by expansion of an express highway network. I strongly support the major transit projects listed on p. 40, but would find it totally unacceptable to have no increase in commuter rail, as shown on p. 36. MARC expansion would help manage peak period travel demand without the problems of highway expansion.

Dooling, Robb

Washington, District of Columbia

Comment ID: 65

Subject: Adopt the Capital Trails Network and place people at the top of the transportation hierarchy

More than ever, Greater Washington needs a transportation hierarchy placing people above automobiles to ensure a sustainable and equitable future. Visualize 2045 needs to envision a bolder future for people who walk and bike. The TPB should fully adopt the Capital Trails Network as a key part of its long-range transportation plan, and invest heavily in trails and bicycling and walking projects.

Dortch, Rosalyn D

Upper Marlboro, Maryland

Comment ID: 48

Subject: 2045 Visual

I would love to see more bike trails in their DC MD and VA area with safe bike street lanes for street biking. Thank you

Dunbar, Henry

Arlington, Virginia

Comment ID: 23

Subject: Bike/Ped Planning

Visualize 2045 needs to envision a bolder future for people who walk and bike. It doesn't plan for the transportation future that we need. The TPB should encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations (including WABA), and other stakeholders. The TPB needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. Additionally, Visualize 2045 should encourage localities to build out as much bike and pedestrian infrastructure as possible within the street grid. Trails are great, but they don't take people everywhere they need to go.

Dye, Martha

McLean, Virginia

Comment ID: 33

Subject:

The TPB could encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations (including WABA), and other stakeholders. The TPB needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. If our Transportation Planning Board refuses to be bold, to think big, and to develop new transportation solutions, then we will be stuck with the same transportation problems (congestion and traffic fatalities to name a few).

Dyer, Charles

Comment ID: 37

Subject: TPB comments

Dear Madam/Sir Please make provisions for biking and walking for the health of our populace and planet. Thank you. Charles Dyer M D

Epley, David

Washington, District of Columbia

Comment ID: 28

Subject: Expand biking and walking infrastructure

The Visualize 2045 Plan does not go nearly far enough to provide robust, safe infrastructure for bikers and walkers. It overly heavily favors car infrastructure which the region should be moving away from for reasons of health, affordability and combating climate change. The current plan is not acceptable for our region. Please do more to have biking and walking emphasized or at least on par with existing car infrastructure instead of being an afterthought.

Fisher, Jonathan

Arlington, Virginia

Comment ID: 38

Subject: visualize 2045

I bike almost everywhere in Arlington and DC, although I also increasingly find myself incorporate mass transportation, walking, bike-sharing, and scooters. There is a clear trend of city dwellers not wanting to have a car, but to have ready access to convenient alternatives. I'd like to encourage you to think hard about making the region more accessible for cycling and pedestrian access (as well as mass transit) and recognize the need to deemphasize the role of cars. We need clean air and walkable neighborhoods, as well as pleasant ways to get there. As population increases in the area, making it easier to drive will only exacerbate current problems with traffic. As we have seen when gas prices spike, commuters will change their behavior when the alternatives look comparatively better. Imagine a future with better air quality, less traffic, and healthier residents getting exercise as they explore the area!

Fleckner, John

Washington, District of Columbia

Comment ID: 5

Subject: Need More Consideration for Bikes and Pedestrians

Urging you to give more attention to the needs and interests of cyclists and pedestrians as you develop regional transportation plans. Great cities and regions support a wide range of transportation options, including connected trails and routes that are convenient and safe. The DC metro area has made great strides over the past half century but we must settle for good enough for the twentieth century. Thank you

Glemm, Alexis

Alexandria, Virginia

Comment ID: 9

Subject:

The plan doesn't go nearly far enough for people who bike and walk. The plan invests in automobile infrastructure to the detriment of people who walk and bike. Why do regional planners think it's OK to continue to make bicyclists and pedestrians fight for scraps at the bottom of the barrel? Visualize 2045 needs to envision a bolder future for people who walk and bike. It doesn't plan for the transportation future that we need. The TPB could encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan. This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations (including WABA), and other stakeholders. The TPB needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects.

Graham, Barry

Silver Spring, Maryland

Comment ID: 89

Subject: Visualize 2045 Comments

I am in favor of anything to improve traffic flow and I am in support of the funding of all the initiatives to widen I270, I495 and to build the several improved interchanges on US-29 north of the beltway. I also want to see a new road bridge over the Potomac (basically a new beltway continuing from each end of I200). There also needs to be the completion of the Purple line and it needs to be extended at the West end to Tysons Corner.

Gronenberg, Bob

,

Comment ID: 103

Subject: Metro Single Tracking

See comments in attachment on page 42.

Gross, Jason

Arlington , Virginia

Comment ID: 13

Subject:

Pleas prioritize pedestrian and bicycle lanes over cars. Only 40% of people in the metro area use cars daily yet over 85% of the space is assigned to cars. This is unfair and unsustainable. With the advent of electric scooters and bike rentals the crowding on sidewalks will only be exacerbated. Please democratize the plan to serve the majority of people: those NOT in cars.

Harchik, Suzanne

Arlington, Virginia

Comment ID: 94

Subject: 2045 Transportation Plan

1. Stop punishing car owners and single drivers; circumstances don't always allow carpooling or public transportation. 2. More Potomac and Anacostia crossings needed: 2a. Create separate crossings for pedestrians, bikes and scooters, and vehicles. This keeps traffic moving at appropriate speeds. 2b. If tolls are to be charged, charge ALL who cross, don't let non-vehicle traffic cross gratis. 3. Create new laws in metro region to hold pedestrians and bike/scooters accountable for their safety; ie crossing a street while on a cell phone. 4. Artificial city/urban creation will be disastrous if economy tanks. Be prepared for when income drops and include that in development plans.

Hartnett, Maureen

Brookeville, Maryland

Comment ID: 104

Subject: Visualize 2045 Comment

See comments in attachment on page 43.

Henke, Lee

Sterling, Virginia

Comment ID: 101

Subject: Bridge Connecting Maryland and Virginia

I would like to express my family's OPPOSITION to the proposed bridge from Maryland to Virginia. We live in the Broad Run Farms community, which is on the Potomac River and is a unique and tranquil enclave of homes with a close-knit and supportive environment. We work hard to preserve the rural-like setting, prevent erosion and other environmental damage to the river, and love the life we have made here. We feel strongly that the bridge, which would come right down/over our road (Broad Run Drive used feeds directly to Route 28) would not only diminish our home value (significant investment) but destroy the peaceful and oasis-like setting we have in Broad Run Farms with noise pollution, and additional environmental damage to the river and surrounding areas brought about by increased traffic. We, as a community, will fight the proposed bridge cohesively and with all of our energy

Hovland, Erik

Falls Church, Virginia

Comment ID: 16

Subject: Bike Pedestrian

I would like to see more resources devoted to Bike/Pedestrian paths and lanes. They do not only improve transportation, but improve the regions health. Bike trails and running paths have repeatedly been reported as one of the most valued assets of the region by those who work and live here. I think expanding this network and connecting existing trails would make for a safer, healthier, and more effective transit system. I especially think a WO&D like trail down I-66 to Gainesville would be great! But also connect this trail with north and south routes to the WO&D along Route 28 and down to springfield via FFX County Pkwy.

Humphreys, Richard

Chevy Chase, Maryland

Comment ID: 22

Subject: Vision 2045

This plan doesn't go far enough to get people out of their cars and onto bikes and transit. we should be talking about adopting the full Capital Trails Network, for starters. we should be talking about removing highways, not expanding them, and reducing the social costs of car based transport. This is for the sake of our air, our health, our climate, and our cities

Husband, Sarah

Arlington, Virginia

Comment ID: 18

Subject: Improved cycling and pedestrian paths

As a bicycle commuter that bikes from Arlington to DC to get to work, I want you to think big with regard to cycling and pedestrian access. With the advent of electric-assist bikes, bike sharing, and electric scooters, getting around town without a car is more popular than ever. Young people don't want to drive, they don't want a car. We need to build our infrastructure to support future needs. To maintain a beautiful city, breathable air, and pleasant walkable neighborhoods, we need massive investments in public transit, cycling and pedestrian infrastructure. With an exploding population, we'll never be able to have a pleasant driving experience if everyone is driving.

Husson, Patrick

Camp Springs, Maryland

Comment ID: 110

Subject: Visualize 2045 Comment

See comments in attachment on page 45.

Irwin, Allen

Alexandria, Virginia

Comment ID: 85

Subject: Adopt the Capital Trails Network

I encourage MWCOG to endorse the aspirations of the Capital Trails Network in Visualize 2045. A metro Washington with an enhanced, connected pedestrian and trail network would be healthier, have increased non-motor transit share, and redundant transportation options in the event of systemic disruptions. Not everyone drives but everyone travels and including the Capital Trails Network in future plans would help all travelers get to where they need to go. Thank you

Isbell, Justin

Arlington, Virginia

Comment ID: 43

Subject:

I am writing to encourage the Transportation Planning Board to fully adopt the Capital Trails Coalition Plan as part of the Visualize 2045 plan. The Capital Trails Coalition Plan is a forward thinking plan that reduces greenhouse gas emissions, reduces congestion and encourages healthy, active transportation that connects people to each other, the environment, their communities and to businesses.

Jones, Hunter

Comment ID: 46

Subject: Public Comment on Visualize 2045 and the FY 2019-2024 TIP

See comments in attachment on page 49.

Jorge, Mike

Middlebrook, Maryland

Comment ID: 66

Subject: PLEASE pursue to add at LEAST TWO new Potomac River bridge or the Bi-County Parkway

PLEASE pursue to add at least TWO new Potomac River bridge or the Bi-County Parkway it is one of the effective solutions for residents and commuters.

Karas, Matthew

Fairfax Station, Virginia

Comment ID: 78

Subject: New Bridge, metro line, and general comments

I hope this project considers two things: another bridge across the Potomac and a metro line following the tracks of Amtrak to Burke/Manassas. But, Metro will never become a stable cost-effective solution until metro's labor costs are decreased or at least frozen for a while. I applaud Fairfax County's plans to improve the Fairfax County parkway! But more than anything, VA DC and MD need to work together. Be adults, negotiate, compromise, and get the job done.

Katz, Michael

Bethesda, Maryland

Comment ID: 17

Subject: Strengthen cycling infrastructure in Visualize 2045

I avoid thousands of miles of car trips per year around Montgomery County, DC, and Virginia through the use of bicycles and bike+transit for transportation. Most of my cycling trips require that I ride on roads with substantial motor vehicle traffic, which is dangerous for my lungs and my safety. Please strengthen the infrastructure for cyclists and pedestrians in the Visualize 2045 plan. If you need an example of how fair things can be for cyclists and pedestrians, I recommend a field trip to Amsterdam!

Kelly, Laurie

Takoma Park, Maryland

Comment ID: 55

Subject:

We applaud this pragmatic, powerful plan for moving more people. We are fortunate to live in an Activity Center soon to be served by the Purple Line where driving is less essential. We're not auto-dependent commuters, but we do need our car to regularly visit places where public transportation does not exist. We do hope infrastructure will in fact remain in a state of good repair.

Keltz, Melanie

Silver Spring, Maryland

Comment ID: 91

Subject: Different idea to local transportation

I have always thought a transit system similar to a ski lift gondola would be a good choice in the Washington area. Poles to hold the cables could be put in the the center dividers on current roads. Cable transfer stations can be used to change the direction of gondolas to multiple other cables or as entry/exit stations. 4 or 6 person gondolas would be the default, large enough for a family or small enough for commuters. Having an option for individual use could be used for safety reasons. Destination would be set upon entry and computers would 'read' information at transfer points to guide gondola to correct direction. Electric power that could keep pace with technology and grow with new developments. I don't believe AC or heat would be needed as everyone has a coat on in winter and windows could be opened in summer. As the system grows, cables can be expanded into neighborhood streets.

Klein, Grant

Washington, District of Columbia

Comment ID: 24

Subject: More protected bike lanes, more bike laws, more bikes, more bikers

We should be envisioning a future where more people commute by bike than by personal vehicle. It fulfills many goals simultaneously and our policy should reflect that. We need less cars in and around cities and more opportunities for people to bike safely. Thank you.

Klein, Jim

Alexandria, Virginia

Comment ID: 75

Subject: Visualize 2045 comment on bicycle and pedestrian goals

While I applaud the two aspirational goals of Visualize 2045 related to bicycle and pedestrian elements of the transportation system, they do not go far enough. Please expand the vision of the National Capital Trail to encourage more biking and walking by adopting the Capital Trails NETWORK as the aspirational trail initiative in the long-range plan!, Build on the existing work that has been done to embolden the vision for a regional trail system. The Capital Trails Coalition spent a tremendous amount of effort to define a methodology and criteria for including trails in a regional trails plan that has been established collaboratively. Please adopt this specific methodology and criteria for inclusion in a regional trail network (<http://capitaltrailscoalition.org/network-inclusion/>) I would also recommend that a funding stream be established for bicycle and pedestrian projects meeting the criteria of the Capital Trails Network as a percent of transportation infrastructure.

Koch, Stefan

Prince William County, Virginia

Comment ID: 107

Subject: Long Term TransportationPlan

Hello. I live in Prince William County and work in Fairfax County and I have little choice but to drive to most locations. I hope that the region will invest more in bicycle routes, sidewalks, as well Metro & VRE. Don't build any new roads, just maintain the ones we have now and put \$ into transit. Thank you.

Kohlenberger, Jim

Bethesda, Maryland

Comment ID: 6

Subject: Visualize 2045 needs to envision a bolder future for people who walk and bike

As an avid biker and walker in the national capitol region, I am writing to encourage you to envision a bolder biking future as a part of Visualize 2045. The Transportation Planning Board could encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations, and other stakeholders. Thanks you in advance for thinking about an integrated plan that fully incorporates ALL forms of transportation including cyclists and walkers. Jim

Kruglik, Harry

Washington, District of Columbia

Comment ID: 35

Subject: Support bikes!

Please do more to support bikes with bike lanes separate from traffic and a comprehensive system of trails connecting downtown with all of the city and suburbs. Advance Vision Zero! Thanks, Harry

Lawson, Derick

Arlington, Virginia

Comment ID: 21

Subject: Visualize biking

The future of transportation is not in the personal automobile, it is in public transportation, biking, walking. I would love to see a drive, or focus, and this direction for the area. Thank you

Lebasowki, John

Germantown, Maryland

Comment ID: 76

Subject:

This area needs 3 more crossings north of AL bridge. Nothing is more urgent than this.

Longo, Jeffrey

Falls Church, Virginia

Comment ID: 81

Subject: BRT on Rt 7

Bus Rapid Transit on Rt 7 in VA should be included in this. The initiative will provide high quality bus service that connects multiple jurisdictions' activity centers, including Tysons, Falls Church City, Seven Corners, Baileys Crossroads/Skyline, and Alexandria, with only two of the aforementioned activity centers currently having high capacity rapid transit (metro rail) available to them in walking distance. It fits within the vision of the document and studies for land acquisition are already being completed, so project completion should fall within the 45 year scope. Please add the Rt 7 BRT project to this document.

Maimone, Chris

Fairfax, Virginia

Comment ID: 26

Subject: Need improved facilities for pedestrians and cyclists

Reviewing the Visualize 2045 it is clear that the TPB has not fully embraced that walking & biking represent an increasing element of the transportation landscape, and most importantly, that they are fundamental to all solutions. For example, the TPB has ignored the impact of electric bikes which are relatively new to the landscape but appear to be revolutionizing bikes as transportation. By favoring car transportation in planning, the TPB is perpetuating a car centric culture rather than attempting to make a positive impact to increase alternatives. The TPB could encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations (including WABA), and other stakeholders.

Marcin, Daniel

Silver Spring, Maryland

Comment ID: 27

Subject: More transit, please

It's great that you've proposed a new transit loop line, and reorganizing Orange & Silver to go directly to Union Station on an alternate path. But honestly, that's the minimum of what we need today. I urge you to be even bolder and not to compromise on your stated goals. Additionally, I would hope that any road paving or track laying comes with protected bicycle lane or bicycle path accompaniment. If there is infrastructure, people will bike. Just look at how many people took out the electric Capital Bikeshare bikes on the first day, and how many people will ride on protected bike lanes in safe areas.

Maynard, Terry

Reston, Virginia

Comment ID: 83

Subject: Amazon's HQ2

The financially constrained plan makes no allocations for the possible location of Amazon's HQ2 in our area. Your own forecasts suggest that it will generate 390K jobs and, hence, a lot of traffic. I would recommend that you set aside a certain amount of money from this financially constrained plan to develop and allow funding for transpo improvements in the various areas where HQ2 might be located.

McDonald, Mike

Arlington, Virginia

Comment ID: 58

Subject: Orange Line Expansion

One of the things that I think is most notably missing in regards to the transit projects is any expansion of the Orange Line. The metro area extends west all the way to Haymarket which is 20 miles past the current end of the Orange Line. Given that the Silver Line will go all the way out to Ashburn, I don't understand why the Orange Line stops so short. I currently live in Arlington near Rosslyn but work out in Fairfax near exit 57A on I-66. I would much rather take the metro to work, however if I were to do that with the current metro, it would take me an additional 45 minutes to get to and from work with train and bus transfers. The current system doesn't cater much to those who reverse commute (commute west) along the I-66 corridor. Additionally, I think a metro loop mirroring the Capital Beltway is also something missing from this plan. The current metro plan makes travel cumbersome when going from the end of one spoke to another (i.e. Dulles to Bethesda).

Mendoza, Erik

Washington, District of Columbia

Comment ID: 50

Subject: Bicycle lanes in NE

With E-Bikes now becoming a growing mode of transportation, bike lanes from Woodridge/mt rainier in/near NE on Rhode Island avenue as this is the most direct route for commuting. In general, more bike lanes all over the city and connecting the city so that the people who live in the communities of DC can interconnect, bypassing car traffic for a relatively inexpensive, high efficiency network of lanes. E-Bikes are now enabling a wider group of people (age, physical ability etc.) to use bicycles and relieve car traffic stress. I personally do not ride e-bikes often, but see and hear from so many people that are either using or want to use them. If the city is going to allow companies to rent e-bikes or other forms of wheeled transportation, said city should provide adequate safe travel lanes. Thanks in advance.

Miller, Michael

Alexandria, Virginia

Comment ID: 96

Subject:

We need safe, protected cycling lanes. Cycle paths should be separated from pedestrian paths. The Mt. Vernon Trail, for instance, is not wide enough to safely allow for bicycle and pedestrian traffic. The paths should be separated. There is no safe bike path to the metro stations or train stations. Bike lanes should be located next to the curb with the car parking on the outside of the bike lanes to protect the bikes from traffic. Get ready for affordable electric bikes and scooters to hit the market. I would like to give up my car but I do not feel safe biking in the DMV. This six minute video is a good example of build it and they will come as it pertains to bicycling and safe bicycle paths. <https://www.youtube.com/watch?v=XuBdf9jYj7o> The video documents how The Netherlands became so bike friendly. It's a joy to go there and see how safely people from the young to the very old can cycle safely as a mode of transportation. It's a freedom that we do not enjoy here in VA.

Morton, Bruce

Bethesda, Maryland

Comment ID: 57

Subject: Visualize 20145

Communities that work make active transport, particularly biking, safe and convenient. I strongly support transportation planning that provides bike lanes, bike stands, bike sharing. Cars and roads have ruined American cities and destroyed the environment. Please move into the 21st Century by making active and public transit the default.

Muchnick, Allen

Manassas, Virginia

Comment ID: 99

Subject: Visualize 2045 Comments

Visualize 2045 is far superior to the previous CLRP, and the public education and outreach program for developing Visualize 2045 is commendable. The 7 aspirational elements MAY positively influence future transportation project submissions to better meet the TPB's objectives for a more effective, equitable, reliable, and sustainable transportation network. To do that, however, the TPB should at least annually assess the TIP and CLRP submissions against various benchmarks and performance measures, including the realization of the 7 aspirational elements. That said, the proposed National Capital Trail is far too geographically limited and should be expanded throughout ALL TPB jurisdictions, not just those covered by the proposed Capital Trails Network. Similarly, ped/bike access to Metrorail should be broadened to include other significant public transit nodes. The Express Lane element should focus on converting existing lanes, not adding more pavement, where feasible.

Neuringer, Jason

Rockville, Maryland

Comment ID: 44

Subject: Wrong on so many levels

This "report" is flawed on so many levels and makes a fairy-tale prediction of future growth. Future population growth will inevitable lead to vehicle traffic and this report makes no attempt to alleviate that. 1) Cars are here to stay and Cars will be a part of the future. Your presumption that housing should be focused around urban centers means values and prices for property will only increase thereby forcing more people to look further out for residence, forcing more to drive. The fact that this obvious oversight is never addressed is more alarming than humorous. 2) There are no successful implementations of Bus Rapid Transit anywhere in the United States. No matter how much you want BRT to work, it will not. Period. There is not enough bus usage anywhere in the region to make up for travel lanes lost to regular vehicle traffic. 3) The easiest way to alleviate Metro DC traffic? BUILD AN ADDITIONAL POTOMAC CROSSING! No other planning idea can solve traffic better.

Nordling, Courtney

Sterling, Virginia

Comment ID: 73

Subject: Comment on possible bridge spanning the Potomac

I do not support the proposal for a new Potomac river crossing in Loudoun County. It is not the responsibility of Loudoun County to bear the burden of Marylanders who choose to work in Virginia. Bringing in more traffic in the middle of the county will essentially divide the county in half and fill routes 28 and 7 with more traffic than they can handle.

Olesen, Andrew

Arlington, Virginia

Comment ID: 31

Subject: Human and Plant Friendly Transportation

Dear MWCOCG, I am writing to urge you to consider a holistic transportation plan that looks beyond more roads and more cars as the solution. Considering the total cost, including land use cars are one of the most expensive ways to move people around an urban area like Greater Washington. They are also dangerous, polluting and killing pedestrians and cyclists who are just trying to get around their city. We are seeing the emergence of electric bicycles and scooters as smaller, lighter, more social ways of moving around our area. I strongly encourage you to consider the Capital Trails Coalition plan and invest in making DC a leading example for non-car transportation. Great things happen when there is a continuous and safe-from-traffic infrastructure for bicycle and other human-scale transportation. People are healthier, neighbors meet each other, local businesses do better. Let's make that how we Visualize 2045, not a mass of highways, parking, wide lanes, and toll systems.

Subject: Lack of additional interstate connectivity

A quick glance at the Visualize 2045 proposed transportation improvements reflects poorly on plans to increase interstate connectivity. No new crossing of the Potomac River have been built since the completion of the interstates (I-95 (1958), I-495 (1962) and I-66 (1955)). In 1960 the Washington, DC, Metro area had a population of about 2 million. Today our population is about 5.7 million. In 2045 it is estimated to be 6.9 million. It is imperative that the Visualize 2045 scope be enlarged to include additional Metro and roadway connectivity north and south of the current locations to support the existing and proposed increased populations

Pierson, Jennifer

Washington, District of Columbia

Comment ID: 40

Subject: Be bold, think big, and elevate the needs of pedestrians and bicyclists

The TPB, Visualize 2045 and 2019-2024 TIP need to recognize that the nature of transportation is rapidly transforming in our region and the safety and needs of a population that does not move around in cars need to be lifted up as equal stakeholders. One way to do this is by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations (including WABA), and other stakeholders. The TPB needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. If the Transportation Planning Board refuses to be bold, to think big, and to develop new transportation solutions, then we will be stuck with the same transportation problems, congestion and traffic fatalities on the rise.

Pizarro, Diego

Dumfries, Virginia

Comment ID: 92

Subject:

I believe we should further extend public transportation, i.e. metro system of sorts, to Prince William County. So many commuters from Washington all the way South down here. An article was just realized of how the commute from Washington to Stafford is considered one of the worse commutes on the east coast. Adding more options may lessen the load on the highways.

Pooley, Julie

Sterling, Virginia

Comment ID: 98

Subject: No new Potomac River bridge

I applaud your focus on reducing road congestion and getting cars off the road. To that end, please do not consider adding another Potomac River bridge crossing. This would only created "induced traffic" and further crowd the already congested roadways in Loudoun County Virginia. Instead please focus on more environmentally friendly options such as improvements to the existing American Legion bridge and Point of Rocks bridge. Thank you!

Pritchard, Allen

Washington, District of Columbia

Comment ID: 8

Subject: More bike infrastructure please

Please fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. Be bold, think big, look beyond the automobile. Thanks, Allen

Rapp, William

Washington, District of Columbia

Comment ID: 49

Subject: Capital Trails Network

I urge you to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. This is important! Thank you. Bill Rapp

Rasheed, Aamir

Sterling, Virginia

Comment ID: 93

Subject: Public Transportation

It seems that the way to handle traffic on the beltway is to constantly add more lanes or add tolls to those lanes (really a revenue generator not anything that reduces # of cars when there are non-toll lanes adjacent) or to build an outer beltway which just means more cars. I would advocate that we instead look at public railway along the beltway. More and more jobs are outside of Washington, DC city lines, yet all Metro lines are designed to get people in and out of DC. With FBI looking to move their headquarters outside of DC, even the federal government is doing so. Let's look to see that one can get from one point to another along the beltway using Metro without having to resort to going into DC to do so. This would also probably alleviate crowding issues at existing transfer station in DC. Thank you.

Rautner, Amy

Sterling, Virginia

Comment ID: 97

Subject: No Bridge ANYWHERE in Loudoun -- Rte 28 is already Gridlocked

If the lengthy study, and the elaborate graph put together is to be believed, then the 3% of residents who need to travel FROM Loudoun County TO Montgomery County DO NOT warrant a bridge that will put 67,000 more cars on Route 28 as they travel to Fairfax County. THREE PERCENT is not sufficient need, no matter how much money the developers have promised the Board of Supervisors. The citizens of Loudoun will pay for it with the impact on our quality of life for decades. If the study and resulting graph are legitimate then a bridge in Loudoun SHOULD NOT be a possibility in the plan, not if the plan honestly is trying to find solutions for the people who live in the communities that will be crippled by such a misuse of funds. Look at the results of the study, look at the graph -- there is no legitimate case for THREE PERCENT of the trips to make it possible for 67,000 cars to cut through our community to support Fairfax County's economy while damaging our community on the way by.

Rice, Kerry G

Kensington, Maryland

Comment ID: 30

Subject: Visualize 2045 biking

Hello, I want to lend my support for continued funding and development of safe bike paths that are interconnected throughout the region. I have been a WABA member for many years and for environmental and health reasons, see biking as an excellent alternative to car commuting. I would like to see the TPB encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan. This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations (including WABA), and other stakeholders. I also suggest that biking supports (such as ample bus bike racks for the ride back home/uphill) be added and advertised so residents feel they are capable of a biking commute. Thank you, Kerry Grace Rice

roberts, deborah

washington, District of Columbia

Comment ID: 87

Subject:

I'm a longtime professional DC resident who has relied on DC's public transit system for over 2 decades. Using public transit is a lifestyle choice - for its ease, safety, and positive environmental impact. Being able to live without a car is among the top 5 reasons why I continue to reside here. (I do not consider for-profit rideshare companies like Uber as "public transportation"). I'm a major proponent of Metrobus, which I use more than Metrorail for a number of reasons. I would like to see robust bus service, and a transition to CNG buses as opposed to the hybrids, which are incredibly loud and pollute more. Dedicated bus lanes would be a good step. I am strongly opposed to cutting service by removing bus stops (or as the consultant calls it, "consolidation") as this poses a hardship to many riders and discourages people from using Metrobus. A balance of express buses and "local" service is a good compromise.

Subject: General comments

This is a nice plan, but we need to do more to move things between the Constrained plan and the Aspirational plan. They read like a divide between "business as usual" and "things the experts recommend but the government has been unwilling to do". In particular, increasing density and access around transit stations should move to the Constrained plan, along with more of the BRT. In the timeframes in this plan, it is likely that BRT can operate without drivers (especially in the constrained environment of dedicated busway), reducing operating costs and headways. The Capitol Trail component should also indicate existing and recommended feeder trails, showing the geographic reach for those that will be able to access the trail and commercial areas served.

Rosenkranz, Ryan

Washington, District of Columbia

Comment ID: 7

Subject:

More bike lanes and trails are essential

Rust, John

Ashburn, Virginia

Comment ID: 72

Subject: Great Work

Please keep up the good work!

Schoenecker, Lee

Washington, District of Columbia

Comment ID: 70

Subject: Review of Visualize 2045

Attached is my review of Visualize 2045. It is a very good document and considerably better than past federally-required four-year plans in large part because of its seven aspirational elements---particularly that which, "brings jobs and housing closer together." In fact, Visualize 2045 could turn out to be one of the more important COG and TPB documents in recent years.

Schroeder, Alex

Washington, District of Columbia

Comment ID: 29

Subject: Visualize 2045

Thanks for this comprehensive plan! As it pertains to transportation, I like the overall trend I'm reading of getting more cars off of the roads. However, I'm concerned at the pretty uninspiring initiative of improving walking/biking. First of all, I don't think the two belong in the same category - there are enough improvements to be made for each. Second, I would like to see more dedicated, protected bike infrastructure - more lanes that replace car lanes or parking. I bike to work/home, not to transit to then get to work/home. We don't want better paths to transit only, we want better paths everywhere. I would love to see whole streets closed to cars and given back to human beings. Unfortunately I don't find this plan bold at all. It will take a truly forward-thinking, gutsy set of ideas to visualize our world in 2045, and this plan does not encapsulate that. I see DC as being a transportation leader, and if this bike/ped plan stays as is, our city will be woefully behind.

Sedgley, Matthew

Frederick, Maryland

Comment ID: 4

Subject: Parks

More parks and protection for open spaces please. Hate the endless concrete in some areas

Serfass, Julie

Washington, District of Columbia

Comment ID: 34

Subject: Focus more on walkers/bikers

Please include the Capital Trails Network as envisioned by the Capital Trails Network as a part of long range planning. This is a great opportunity to design our transportation around any form of transportation other than cars and it would be great to see more of a focus on walking and biking at the least. I bike commute and simply carving out a bike lane on a road isn't enough to provide safe infrastructure. Thank you.

Shehabi, Hisham

Washington, District of Columbia

Comment ID: 45

Subject: Visualize 2045 - Comments by a new resident in DC area

See comments in attachment on page 50.

Silver Spring, Sebastian

Silver Spring, Maryland

Comment ID: 2

Subject: Viz 2045

Great plan overall. One comment about BRT: it needs dedicated lanes, especially in congested areas. There are ways to provide dedicated lanes while minimizing property takings and lane repurposing. Montgomery County is currently designing a BRT on Route 29 without dedicated lanes in the most congested areas. In response, we proposed a plan that would extend dedicated lanes through some of the most congested areas within the existing curb-to-curb width while still keeping 6 lanes. It consists of narrowing the general purpose lanes to a safer width and using bidirectional or reversible busways in constrained areas. We call it "Better BRT" and you can read more about it at BetterBRT.growingeastcounty.com. I encourage you to emphasize the importance of dedicated lanes and provide innovative solutions to achieving them in the report. Thank you for the opportunity to submit comments.

Simpson, Keith

Sterling, Virginia

Comment ID: 74

Subject:

Money from the TIP and visualize 2045 associated with beltway widening and improvements and 270 improvements could be used for an additional river crossing to the West which could provide the same congestion relief and provide an alternate route in case of a disaster to one of our bridges providing better long term stability for the region.

Stanford, Jason

Comment ID: 67

Subject: Comments Made at September 21, 2018 TPB Meeting

See comments in attachment on page 51.

Stanley, John

Arlington, Virginia

Comment ID: 14

Subject: Future of cycling

I am disappointed to see that the Visualize 2045 plan seems more like "Visualize 1945." It's entirely too automobile-centered, and does not reflect today's emerging modern urban sensibility, which places cycling and walking at the center of how people in cities want to live. I urge you to substantially re-think the plan in light of how young people in cities today -- who will be dominant in 2045 -- actually want to live. Sincerely, John Stanley Arlington

Stenhouse, Jeb

Washington, District of Columbia

Comment ID: 41

Subject: Please include Capital Trails Network in Visualize 2045

The most important long-term priority for regional transportation planning is to reduce reliance on the private automobile. Please include robust investment in all other forms of transportation, including the Capital Trails Network as well as significant increases in intercity and intracity bus and rail networks. I would also ask that if any Visualize 2045 planners have not biked or walked/run on the current trail network, they should be required to do so in order to understand the full breadth of the transportation experience they are planning to cover - and trust me, you will appreciate getting out from behind the wheel and enjoying the trail experience!

Stokely, Peter

Arlington, Virginia

Comment ID: 52

Subject:

See comments in attachment on page 52.

Strauss, Steve

Washington, District of Columbia

Comment ID: 3

Subject: Transit Elements in Visualize 2045

See comments in attachment on page 53.

Szibler, Stephen

Washington, District of Columbia

Comment ID: 25

Subject: Visualize 2045

The Transportation Planning Board needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects. As it stands the plan is too car-centric.

Thomson, Craig

Springfield, Virginia

Comment ID: 86

Subject:

Jobs and housing need to be closer together so that working people who do not have cars can still get to their jobs. Mass transit and multi dwelling unit development are therefore really important. The disparity between market rents and median or average incomes for working people is so massive that affordable housing is part of that same solution.

Versel, Malcolm

Rockville, Maryland

Comment ID: 12

Subject: Importance of Cycling Routes and Separate Infrastructure for Bicycles and Motorized Vehicles

As someone who has ridden and continues to ride a bicycle regularly in all weather conditions over many years, I can attest to the now-more-important-than-ever importance of keeping bicycle traffic and motorized vehicle traffic as separate as possible. Motorized vehicles are more numerous than ever, given the vast growth explosion in the DC Metro area over the past couple of decades. That growth likely will continue to accelerate as more multi-family units are built on land once occupied by single-family homes. Another factor of concerns to cyclists is that many vehicles are larger and wider than before, as motorists opt for SUV and truck-like vehicles. This further disadvantages cyclists and increases the risks of cycling in lanes shared with vehicles. The TPB May encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! Trails are important for all! Thank you for considering my comments.

Vias, Tyrone

Brunswick, Maryland

Comment ID: 77

Subject:

See comments in attachment on page 54.

Vorndran, John

McLean, Virginia

Comment ID: 84

Subject: Express Rail Lines

New York City has express trains throughout its subway system. Have express trains been considered for Metro, VRE, and AmTrak? Even if they have, they should be re-considered. Perhaps creating large parking garages by Fredericksburg, Gainesville, Leesburg, Frederick, Waldorf, Annapolis/Bowie, Columbia/Ellicott City (or where land is cheapest) where express trains run directly into a Metro stop (Metro Center, L&E™Enfant Plaza, Stadium Armory, Fort Totten) where riders can transfer to multiple lines (or the end of one Metro line) as I believe that would ease 95/495/395/66/295/97 highway traffic because because people would drive to these express trains centers outside the city.

Warner, John

Waldorf, Maryland

Comment ID: 88

Subject: Bus rapid transit- Charles county

I was disappointed that there are no plans to build bus rapid transit lanes from DC to Charles County MD. There is currently a tremendous amount of traffic on route 210 and route 5 during rush hour. One single bus rapid transit lane would greatly incentivize bus ridership, as commute times would be vastly decreased for bus riders. This would address latent demand and be scalable over the coming decades (whereas adding highway lanes is not).

Wayne, Barbara
Crossroads Jobs, Inc.

Sterling, Virginia

Comment ID: 80

Subject: Comments on Visualize 2045

I am happy to see that the new Potomac River Bridge, proposed for Loudoun County, did NOT make the plan. A new bridge would make traffic much worse by creating inappropriate regional bypass routes and increasing development in vehicle-centered areas. I also do not believe that additional widening and implementing HOV lanes on Route 28 from the Dulles Toll Road to Route 7 is the right thing to do. Circling communities with ever-expanding highways is very bad for local businesses, creating islands of socioeconomic decay hemmed in by un-crossable moats of speeding (or more likely idling), polluting vehicles. Eastern Loudoun will resemble a slum thanks to these tactics. Let's support our new metro stations by not creating vehicle-based alternatives that will look good at first and soon fill up to make traffic worse. Create more ways to connect neighborhoods and local residents with businesses using bike and pedestrian trails. Fund new metro tunnels to improve reliability and safety.

Weinstein, Zachary

Silver Spring, Maryland

Comment ID: 36

Subject: Reword Aspirational Initiative 5

Visualize 2045 should reword Aspirational Initiative 5: Expand Express Highway Network to specify that governments should apply congestion pricing to existing highway lanes instead of adding new lanes. The plan should primarily aim to reduce congestion, not expand highways. Adding new lanes will not decrease congestion. Even if the new lanes have congestion pricing, the old lanes would have the same congestion due to induced demand. Additionally, the new lanes would cause environmental damage inconsistent with the region's climate commitments by increasing total vehicle numbers, covering more land with pavement, and encouraging sprawl. Applying congestion pricing to existing roads would decrease congestion, encourage road users to carpool or use public transit, and provide funding for transit improvements with no negative environmental consequences. Visualize 2045 should not seek to expand highways. Instead, make the goal solely about reducing congestion.

Wheeler, Ann

Haymarket, Virginia

Comment ID: 109

Subject: Prince William County Plan Lacking

Your vision for Prince William County is woefully lacking in better transportation infrastructure given that it is way behind its neighboring jurisdictions and the vast majority of its citizens travel to get to work. 1. The Battlefield bypass by the year 2040 seems too far out. 2. The expansion of the VRE in western PWC is missing. 3. The addition of Metro on the east end, given that it's the worse congestion in the state, should have been included. It appears the only option for the citizens of Prince William County is to buy their way down the road with the use of HOT lanes, for roads we have already paid for through taxes. Was anyone from PWC on this commission?

IN REPLY REFER TO:
NCPC FILE No. 8025

October 10, 2018

Chairman Charles Allen
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

RE: NCPC Comments on draft TPB Visualize 2045 Plan: A Long-Range Transportation Plan for the National Capital Region

Dear Mr. Allen:

Thank you for the opportunity to comment on the Visualize 2045 plan. As the federal government's central planning agency for the National Capital Region, the National Capital Planning Commission (NCPC) has a shared interest in a multi-modal regional transportation system that meets the travel needs of the region's workers, residents, and visitors. NCPC prepares a comprehensive plan that guides federal development, and reviews federal master plans and projects in the region based on the comprehensive plan's policies. Our interest in Visualize 2045, and the comments in this letter, reflect the plan's use as a helpful resource for developing our policies and in our review of regional federal development.

First, we commend you on creating a plan that combines the aspirational, feasible, and required aspects of a long-range regional transportation document. The draft plan reflects the significant work of the Transportation Planning Board (TPB) to adopt aspirational projects, programs and policies that reflect the region's shared development goals, as well as the projects that are financially feasible.

In addition, the plan takes a technical, complicated subject and makes it clear and easy to understand. The plan and related documents provide useful, well-researched contextual information that links transportation to the region's demographic and land use characteristics, as well as trends and emerging issues. It is also clear that the TPB made a serious commitment to connect with the public in this process.

NCPC supports the aspirational ideas of Visualize 2045 and notes that they are generally consistent with the policies in the *Comprehensive Plan for the National Capital: Federal Elements*. Regional federal facilities, and the workers and visitors that travel to them, rely on an efficient, inter-connected, and sustainable transportation system. The Comprehensive Plan supports a multimodal transportation system and maintaining the region's transportation assets in good repair. Many federal workplaces and campuses are located in or in close proximity to Regional Activity Centers and Metro stations, reflecting the shared development history and continued recognition of the importance of transit in getting federal employees to work. Listed below are summaries of select policies that support the aspirational initiatives identified in Visualize 2045.

Chairman Charles Allen

Page Two

Transportation Element:

- Support an integrated network of complementary regional transit services.
- Support the efforts of local jurisdictions to design and implement new, expanded, and innovative transit services that supplement existing transit and fill unmet transit needs
- Create partnerships with federal agencies and local governments that support multi-modal commuting and shorter commute times through federal facility location decisions and Live-Near-Your-Work programs.
- Work with local jurisdiction bike coordinators, the Metropolitan Washington Council of Governments, Commuter Connections, cycling organizations, such as the Washington Area Bicyclist Association, and others, to promote bicycle commuting among federal employees.
- Support transit-oriented development at Metrorail stations, within Regional Activity Centers, and at other transit nodes.
- Support multimodal connections and transportation alternatives in the regional system
- Encourage ridesharing, biking, walking, transit, and other non-SOV modes of transportation for federal commuters and visitors

Workplace Element Policies:

- Locate federal facilities within walking distance of existing or planned fixed route transit services.
- Locate new federal facilities to support regional and local agency objectives that encourage compact forms of growth and development and support local and federal goals to increase local and regional transit system ridership.
- Locate federal workplaces near a variety of housing options to benefit employees.
- Encourage telework and Alternate Work Schedules for federal employees where it benefits the federal government and the public.
- Support local agency efforts to create new housing options where federal workplaces exist, or area planned.
- Promote Live-Near-Your-Work initiatives for a variety of housing options close to public transit and/or federal facilities.

NCPC is currently working on updates to the Comprehensive Plan Transportation and the Federal Workplace policy elements. Visualize 2045 will serve as an important resource to help us understand how these policies, which guide federal development in the region, can leverage and support the region's transportation objectives.

Many federal installations and campuses in the region have mission and security needs that can affect public access and other transportation issues. NCPC is committed to working with federal and regional stakeholders to identify strategies that successfully address security and promote access, mobility and connectivity.

Chairman Charles Allen
Page Three

Pursuant to our authorities, NCPC also reviews transportation projects on federally managed lands and other areas of federal interest, and participates in other reviews, including NEPA and Section 106 compliance. NCPC has or may participate in the future review of a number of Visualize 2045 projects. Examples include the Purple Line, Corridor Cities Transit-way, the Arlington Bridge rehabilitation, and Long Bridge capacity improvements. NCPC may also review projects occurring at Ronald Reagan Washington National Airport, Washington Dulles International Airport, Metrorail, stream valley parks acquired through the Capper-Cramton Act, and development within the Central Area in the District of Columbia, among others. For example, the I-270/495 Managed Lane Study could impact federal facilities including the Beltsville Agricultural Research Center, NSA – Bethesda, and National Park Service and Capper Crampton parks. We look forward to working with regional project proponents on these important projects.

NCPC works closely with federal applicant agencies during our review of master plans and projects to consider and address transportation-related issues. NCPC requires Transportation Management Plans for federal campuses and installations as part of the master planning process that establish transportation goals consistent with the comprehensive plan policies and agency missions. The information in Visualize 2045, regarding proposed projects, as well as aspirational goals, will be helpful for NCPC and applicants during the review process.

Several federal agencies manage regional transportation assets, most notably the National Park Service (NPS). NPS will shortly release its National Capital Region Long Range Transportation Plan. This document sets a 20-year vision for the important transportation assets NPS manages that provide access to the region's iconic destinations, including several parkways, major bridges, and highly used trail systems. We encourage the TPB to continue working with the NPS to understand the mission, issues, and opportunities that guide these federally managed resources, and how best to incorporate them into larger regional plans.

Again, thank you for the opportunity to comment on Visualize 2045. We look forward to our continued participation on the TPB, and working together to improve the region's mobility and sustainability. Please contact Julia Koster at julia.koster@ncpc.gov for any further information.

Sincerely,



Marcel Acosta
Executive Director



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

SUITE 530
12000 GOVERNMENT CENTER PKWY
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

October 5, 2018

Mr. Kanathur Srikanth
Executive Director
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Reference: Comments on Visualize 2045

Dear Mr. Srikanth:

Thank you for providing an opportunity to comment on the draft Visualize 2045 Plan. On behalf of the Fairfax County Board of Supervisors, I am writing to provide the Transportation Planning Board (TPB) comments regarding the Draft Plan that were discussed by the Board on October 2, 2018.

Overall, the Board supports the plan and recommends the Transportation Planning Board adopt Visualize 2045 on October 17, 2018. The Board supports and encourages this new kind of long-range planning effort by the TPB, which now includes aspirational projects, programs, and policies that go beyond financial constraints. The Board appreciates the multi-modal approach to accommodate anticipated growth in population and employment. Also, the Board is pleased that Visualize 2045 highlights bicycle and pedestrian projects, freight planning, and other transportation programs aimed at reducing congestion and improving air quality, as well as, presenting and analyzing key land-use issues facing the region, including the links between land-use, economic vitality, and transportation.

The Board is especially pleased to see two highway projects in the Plan that will greatly benefit the region: 1) Maryland's I-95/495 Traffic Relief Plan, and 2) Virginia's I-495 – construct 4 HOT lanes project. Together, these two projects will address one of the region's major congested bottlenecks – the American Legion Bridge. The County believes that the capacity needs across the Potomac River must be addressed to alleviate the existing congestion and to ensure that the region remains economically vibrant.

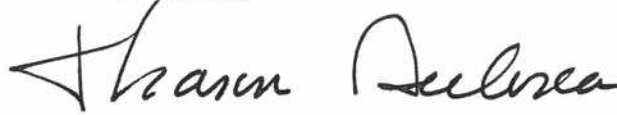
The Board also appreciates the inclusion of the Washington Metropolitan Area Transit Authority's plans for expanding capacity on Metrorail by running all eight-car trains during peak hours, making capacity improvements to stations in the system core, and planning to construct a new Rosslyn tunnel under the Potomac River.

The Board requests that this letter be made a part of the public comments record, and that full consideration be given to these comments in adopting the Final Visualize 2045 Long-Range Transportation Plan at the TPB's October 17, 2018, meeting.

Mr. Kanathur Srikanth
October 5, 2018
Page 2

Thank you for the opportunity to provide comments on the Draft Plan. If you need any clarification or further information, please call Mike Lake at (703) 877-5666 or me at (703) 324-2321.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Bulova". The signature is fluid and cursive, with a large initial "S" and "B".

Sharon Bulova
Chairman

cc: Members, Fairfax County Board of Supervisors
Bryan J. Hill, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Tom Biesiadny, Director, Department of Transportation



MEMORANDUM

TO: Charles Allen, Chair, Transportation Planning Board
FROM: Kacy Kostiuk, Chair, Access for All Advisory Committee
SUBJECT: AFA Comments on the Visualize 2045 Draft
DATE: October 5, 2018

At the September 13, 2018 Access for All Advisory (AFA) Committee meeting, the committee received a series of presentations on the region's long-range metropolitan transportation plan, Visualize 2045. The committee discussed the plan elements and provided comments on transportation-related concerns for the populations the AFA represents. The AFA comments are organized in two categories: comments specific to Visualize 2045 draft and other general transportation concerns.

Overall, the AFA stressed the importance of affordable, reliable, and accessible rail, bus, and paratransit for people with disabilities, those with limited incomes, minority communities, people with limited English skills, and older adults. The AFA had eight summary comments with additional detail under each comment provided in the following pages.

- The AFA recommends that Visualize 2045
 - include additional and more affordable public transportation options throughout the region;
 - prioritize transportation funding for accessible pedestrian and bicycle options critical for people with disabilities' and older adults' safety, access, and mobility;
 - consider and accommodate the impact of technology and automation;
 - recognize the additional burdens that managed lanes may place on low-income populations; and
 - note that the "Access to Jobs" measure shows an East-West divide, and that the region is not only divided by race and income, but also by access to jobs.
- The AFA wanted to stress to the TPB that
 - accessibility for people with disabilities and those with limited-English skills should be considered throughout the planning, design, construction, and implementation stages of transportation projects or services;
 - front-line transit employees and transportation network company drivers, such as Uber and Lyft drivers need diversity and sensitivity training; and
 - the region should ensure MetroAccess has the resources to serve additional demand while maintaining service quality and provide more alternative options.

COMMENTS SPECIFIC TO THE VISUALIZE 2045 DRAFT

THE AFA RECOMMENDS THAT VISUALIZE 2045 INCLUDE ADDITIONAL AND MORE AFFORDABLE PUBLIC TRANSPORTATION OPTIONS THROUGHOUT THE REGION.

- The committee noted a need for expansion of bus service, including more interjurisdictional service and restoring bus service cuts made in the last few years.
- The AFA is concerned about Metrorail remaining both affordable and available to residents and low-income workers. It continues to be concerned about reductions in rail and bus service and the impact on those who are transit-dependent. The committee supports incentives for people with limited incomes; incentives could include user-side subsidies or reduced fare programs.
- The AFA also recognizes Metro's current challenges and expressed strong support for it to continue efforts to improve safety, maintenance, and service quality.
- The AFA is concerned about transit-dependent populations being priced out of high-density areas, such as activity centers and near Metrorail stations. Some people are unable to live in these areas well served by transit and other public services because the housing costs are out of reach, so they are forced to find housing that is farther away from these critical services.

THE AFA RECOMMENDS PRIORITIZING TRANSPORTATION FUNDING FOR ACCESSIBLE PEDESTRIAN AND BICYCLE OPTIONS IN VISUALIZE 2045, WHICH IS CRITICAL FOR PEOPLE WITH DISABILITIES' AND OLDER ADULTS' SAFETY, ACCESS, AND MOBILITY.

- Implementation agencies should consider the safety concerns of people with disabilities and the need for education and awareness of pedestrians, bicyclists, and drivers as these agencies maintain, build, and propose bike lanes.
- The AFA recommends greater coordination between jurisdictions on creating standards for a high-quality, uniform enhanced auditory signaling system for visually-impaired pedestrian travel.
- Bikeshare programs should increase the availability of accessible bikes (e.g. hand bikes, side-by-side bikes, electric bikes and tricycles) to promote adaptive cycling in the region.

VISUALIZE 2045 SHOULD CONSIDER AND ACCOMMODATE THE IMPACT OF TECHNOLOGY IN REGIONAL TRANSPORTATION.

- The TPB should more explicitly plan to accommodate the expected increase in electric and autonomous vehicles and estimate impact on regional air quality.
- The plan should be flexible and consider how to accommodate the expected increase in app-based services (and associated accessibility challenges), technology-oriented jobs, teleworking and the impact on regional congestion. Solutions include supporting policies for federal, state and local governments on app-based and automated vehicle accessibility standards and improved telework policies for both public and private sector employees.

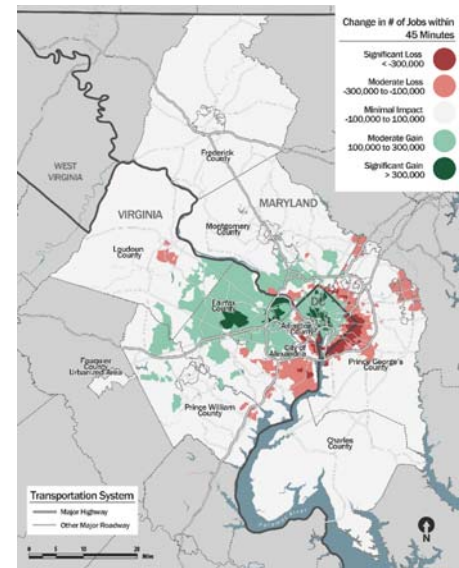
THE AFA EXPRESSED CONCERN ABOUT THE ADDITIONAL BURDENS THAT MANAGED LANES MAY PLACE ON LOW-INCOME POPULATIONS.

- The plan includes managed lane facilities on I-495 and I-270 which require users to pay fees for use of the facilities when driving alone. The AFA commented that tolled facilities tend to place additional burdens on low-income workers, people with disabilities, and those with limited English skills, and asked if the project would have affordability and accessibility provisions.
- The AFA committee questioned if low-income populations can fully participate in the benefits of these new facilities and from the benefits of purchasing a transponder as well as pre-paying tolls with a credit card.

THE AFA EXPRESSED CONCERN THAT THE REGION IS NOT ONLY DIVIDED BY RACE AND INCOME, BUT ALSO BY ACCESS TO JOBS.

- The AFA received a presentation on the performance analysis of the Visualize 2045 draft, including Figure 1 showing changes in “access to jobs by auto” with the greatest losses on the eastern side of the region and that the greatest gains are on the western side of the region.
- The AFA supports actions to address the East-West divide, such as an increase in all modes of transportation to connect the eastern part of the region to the job-rich western portion.

Figure 1: Changes to Access to Jobs by Auto in 45 Minutes, 2019 to 2045



COMMENTS ON OTHER TRANSPORTATION CONCERNS

ACCESSIBILITY FOR PEOPLE WITH DISABILITIES AND THOSE WITH LIMITED-ENGLISH SKILLS SHOULD BE CONSIDERED THROUGHOUT THE PLANNING, DESIGN, CONSTRUCTION, AND IMPLEMENTATION STAGES OF TRANSPORTATION PROJECTS OR SERVICES.

- When implementing agencies consider the needs of people with disabilities early on, as well as throughout the planning stages of a project, the accessibility and usability of the transportation improvement can be greatly improved for everyone.
- The AFA noted that people using mobility devices have difficulty in finding accessible parking options in D.C. as well as the need for more accessible transportation options in general.
- Regarding language access, the AFA recommends that WMATA as well as the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) provide greater language access to limited English speakers to ensure that they can comment on proposed service changes and/or transportation projects. WMATA's efforts to build partnerships with language access advocacy organizations should continue.

FRONT-LINE TRANSIT EMPLOYEES AND RIDE-SHARING COMPANY DRIVERS NEED DIVERSITY AND SENSITIVITY TRAINING.

- The committee recommends that transportation providers augment sensitivity training of front-line employees and transportation network company drivers so that they know how to appropriately communicate and assist all customers; such training should include awareness of and sensitivity to different types of disabilities, the lesbian, gay, bisexual, and transgender (LGBT) community, and a diverse set of cultural and ethnic backgrounds.

THE REGION SHOULD ENSURE METROACCESS HAS THE RESOURCES TO SERVE ADDITIONAL DEMAND WHILE MAINTAINING SERVICE QUALITY AND PROVIDE MORE ALTERNATIVE OPTIONS.

- Demand for ADA paratransit will increase due to the aging population and requirements to transition people with intellectual and developmental disabilities to community-based independent living. AFA members expressed concerns that MetroAccess may not have the resources to serve this additional demand and maintain service quality at the same time; not all human service agencies will be able to afford to provide the transportation for the people they expect to serve, as many have done in the past.
- The AFA noted that some people with severe disabilities need a greater level of service than what ADA paratransit can provide. Pilot programs directly funding human service agencies to provide transportation to their clients rather than using MetroAccess have shown good results and resulted in cost-savings for jurisdictions.
- The AFA recommends that the region continue to support alternatives to MetroAccess, such as taxi pilots, and the use of transportation network companies or other providers, to the extent that these options can provide fully accessible service for people with a wide range of disabilities and are less expensive to the jurisdictions than MetroAccess.

October 1, 2018

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Dear Chair Allen:

Thank you for providing an opportunity to comment on the air quality conformity analysis in the draft Visualize 2045 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard Maintenance Plan.

However, the Visualize 2045 plan results in having to use Tier 2 transportation buffers for some of the future years, so MWAQC urges TPB to redouble efforts to reduce air pollution emissions from the transportation sector so that future mobile emission budgets remain within Tier 1 MVEBs to fully protect the health of our residents.

The Washington region has made significant progress in reducing emissions of ozone precursors such as, volatile organic compounds (VOC) and nitrogen oxides (NO_x) from both transportation and non-transportation sectors over the years. As a result, the region has been able to meet all but the 2015 ozone National Ambient Air Quality Standard (NAAQS). The region has met the 2008 ozone standard of 75 parts per billion (ppb) since 2014 and submitted a request in early 2018 to EPA to redesignate the area to attainment for the 2008 ozone standard along with a required demonstration to maintain compliance in the future (maintenance plan).

The Washington region developed two sets of MVEBs (Tier 1 and Tier 2) for VOC and NO_x as part of the maintenance plan for the 2008 ozone standard using EPA's latest MOVES2014a model. The Tier 1 MVEBs together with Tier 2 MVEBs, which included a conformity buffer, were developed for 2025 and beyond. These MVEBs replaced the previously used MVEBs, which were developed earlier using Mobile6.2 model based on the 1997 ozone NAAQS. EPA, on August 21, 2018, found these budgets were adequate for transportation conformity purposes.

MWAQC notes that the air quality conformity assessment shows that transportation emissions are below the Tier 1 MVEBs for most of the analysis period. However, transportation emissions are above the Tier 1 MVEBs for 2025 and 2030. Therefore, TPB had to use the Tier 2 MVEBs buffers for demonstrating conformity in those two years.

The Tier 2 MVEBs buffers were provided for in the 2008 ozone NAAQS maintenance plan to account for conditions where the conformity analysis is based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, then were used to create the MVEBs in the maintenance plan. Nevertheless, MWAQC is concerned about the use of the Tier 2 MVEBs buffers and wishes to stress that the future transportation plans should account for air emissions so that future conformity analyses would not need to use Tier 2 MVEBs buffers.

The Honorable Charles Allen
October 1, 2018

MWAQC notes that the draft Visualize 2045 plan document does not address the reliance on the Tier 2 buffers in 2025 and 2030. On pages 54 and 55, the Tier 1 MVEBs for NO_x and VOCs are not included and the budget is shown to reflect solely the Tier 2 buffer. Any acknowledgement of the Tier 1 MVEBs and why emissions are projected to be above the Tier 1 MVEBs should be addressed specifically in the primary document and not relegated only to an Appendix.

This is particularly important as the Washington region faces continuing challenges related to air quality. The region needs to attain the 2015 ozone standard of 70 ppb by August 2021. The draft data for the period 2016 through 2018 shows the region's design value for ozone at 72 ppb. Additionally, the region's design value has been above the current standard since 2016. Also, the region had its first Code Red air quality day this summer since 2012. Source apportionment modeling conducted separately by the United States Environmental Protection Agency and the Ozone Transport Commission has shown that on-road mobile sources are a primary driver of ozone formation in the region. This evidence shows that even though the region has made significant progress in reducing emissions, it needs to continue its efforts to further reduce emissions to meet the 2015 ozone NAAQS, in particular from on-road mobile sources.

MWAQC is working on the "What We Can Do" scenario project to identify local actions that will help the region both attain the above ozone standard and eliminate future unhealthy air days. We pledge to work with TPB to help our members implement new measures to further reduce air pollution. Since on-road emissions play a significant role in the overall ozone problem in this region, it is important that the transportation sector plays its role in resolving this problem.

MWAQC is encouraged to learn that the region is achieving reductions in per capita VMT, even with an increase in employment. However, due to population and job growth, the region is experiencing an increase in total VMT. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

Our local and state efforts in the Washington region may become even more important in the future if less stringent emission standards for light-duty motor vehicles for the model years 2021-2026 are enacted as proposed, especially since the region is experiencing an increase in the market share of light and heavy-duty trucks. If these standards are approved, there will be further increase in emissions of ozone precursors which would lead to even higher ozone levels in the region, resulting in more difficult emissions reduction efforts for the region in the future. MWAQC appreciates TPB joining MWAQC in requesting continuation of the existing light-duty vehicle emission standards.

Thank you again for the opportunity to comment on the draft conformity analysis in the Visualize 2045 plan.

Sincerely,



Hon. Hans Riemer
Chair, Metropolitan Washington Air Quality Committee



CITY OF FALLS CHURCH

October 5, 2018

Mr. Charles Allen
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

Transmitted via email: TPBcomment@mwkog.org

RE: Visualize 2045 Plan Update Community Plan

Dear Mr. Allen:

The City of Falls Church is pleased to continue our partnership with COG and our regional partners in the development of the vital regional long-range transportation plan. Thank you for the strong regional staff planning efforts and community input opportunity. This letter serves as the City's comments for the 30-day public comment period. We request that the following core principles and key projects be included in the final Visualize 2045 plan:

Core Principles Integrated into Plan Update (not in priority order):

- City supports continued investment that supports economic development and the needs of tomorrow's economy
- City supports continued investment in regional activity centers, as called for in the Region Forward plan
- City supports the vision of a multimodal transportation network, as that has been demonstrated to be equitable and sustainable
- Continue monitoring advances in technology for innovation and cybersecurity and advise on policies as well as requirements that enhance quality of life

Key Projects Integrated into Plan Update (not in priority order):

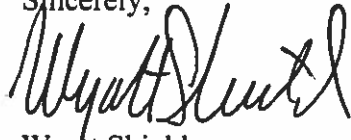
- Continued investment in regional bike and pedestrian network – both within and among activity centers
- Invest in underutilized transit stations, such as West Falls Church Metro
- Route 7 high-capacity transit, i.e., Rapid Bus Transit
- East Falls Church Metro Station second entrance

October 5, 2018

Page 2

Please do not hesitate to contact Cindy Mester, Deputy City Manager, at cmester@fallschurchva.gov if you have any questions or if we can provide additional details.

Sincerely,

A handwritten signature in black ink, appearing to read "Wyatt Shields". The signature is written in a cursive style with a large initial "W".

Wyatt Shields
City Manager

The following is a transcript of comments made by Katie Harris at the TPB meeting on September 21, 2018.

Thank you, Chairman Allen, and Board. My name is Katie Harris and I'm here on behalf of the Washington Area Bicyclists Association. I'm here in regards to the bicycle and pedestrian elements of Visualize 2045.

We're in full support of the two initiatives: the National Capital Trail and bike-ped access to Metrorail stations. Our concern is that these two initiatives don't go far enough for people who walk and bike. We see, in Appendix 1 from Visualize 2045, where the public feedback from the TPB-led public forums is shared, and one of the concerns that we see in that appendix about the National Capital Trail is that the National Capital Trail is too narrowly defined.

And I quote from the appendix: "Particularly outside of the regional core, it seems that participants could not directly relate to the limited geography of the National Capital Trail that was identified in the TPB-endorsed initiative." In some cases they wondered why specific trails in their jurisdiction have been left out.

And we agree with this concern. We also present a really promising opportunity, which is that the Capital Trails Coalition, a collaboration between public agencies, private nonprofits, business improvement districts, and many others – some of the agencies that are represented on the Transportation Planning Board – have created an extensive plan for a trail network that would be much more regional in scope than the National Capital Trail. It's called the Capital Trails Network, and we've spoken to some of you about this plan for the network and we urge the TPB to adopt this as the aspirational element for the long-range plan. Thank you.

Committee for Dulles
45969 Nokes Blvd., Suite 100
Sterling, Virginia 20166

October 6, 2018

Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4239

Re: Visualize 2045

The Committee for Dulles is a unique organization dedicated to the issues concerning and wellbeing of Dulles International Airport. We have been in existence for over 50 years and represent groups and employers with over 10,000 people.

We are deeply concerned about the transportation mix of Visualize 2045. The current mix of funding between programmed transit and highway investments will not meet future needs. The current proposed funding of 68% for transit and 33% for roadways should be the exact opposite. The area needs more roads. It is critical to the economic viability of the area and Dulles International Airport.

Our support for transit is strong and historic. The Committee for Dulles was one of the first organizations to support mass transit in the Metropolitan Washington area. We were also one of the first organizations to support the Silver Line. And, we will continue to support commonsense solutions for transit.

With this in mind, a new Potomac Bridge Crossing, upriver from the American Legion Bridge is sorely needed and should be included in the plan. This need has been ignored for too long. The new bridge will provide improved access to Dulles International Airport and reduce congestion at the American Legion Bridge. It will also help Northern Virginians with air travel should they want to fly from the Baltimore Washington International Airport. Lastly, a new bridge crossing will create many business opportunities in Maryland and Virginia.

The Committee for Dulles, respectfully requests a change in the funding mix between transit and highway investments and the inclusion of a new Potomac Bridge Crossing in Visualize 2045.

Sincerely,

Rich McCary
Executive Committee Member
Committee for Dulles

Washington Airports Task Force



www.washingtonairports.com

October 5, 2018

BOARD OF DIRECTORS

CHAIRMAN

Charles V. Stipanovic, Jr.
Aviation Facilities Company, Inc.

PRESIDENT

Keith W. Meurlin
Joseph Abidin
Clark Construction Group, LLC

Ronald D. Abramson
Buchanan Ingersoll & Rooney

Theodore "Ted" Austell, III
The Boeing Company

Larry Baucom
The Greenwich Group International, LLC

Cellerino Bernardino
DCT Consult, LLC

David Birtwistle
Northern Virginia Transportation Alliance

The Honorable Marion C. Blakey
Rolls-Royce North America

Robert E. Buchanan
Buchanan Partners

John R. Byerly
Dr. Ángel Cabrera
George Mason University

Douglas N. Carter
Davis, Carter, Scott Ltd.

Joseph L. Carter, III
Wells Fargo Real Estate Banking Group

Gen. John R. Dailey
USMC (Ret.)

William H. Dean
MC Dean, Inc.

Paul Engola
Leidos

Mark Flynn
Virginia Department of Aviation

F. Gary Garczczynski
National Capital Land Development Company

Andrew S. Garrett
Garrett Development Corp.

Kenneth E. Gazzola
Four Stars Aviation

Stephen L. Gelband

Mark W. Gregg
The Pentrose Group

Martin G. Hamberger
Integrus Holdings, Inc.

John D. Hardesty, Jr.

Stanley E. Harrison

John T. Hazel, Jr.
The Honorable A. Linwood Holton, Jr.

Todd R. House
WGL

Jodie Hughes
BB&T Greater Washington Region

Mark G. Levy
Jones Lang LaSalle

Michael Maher
REHAU Construction, LLC

John W. Marriott, III
JWM Family Enterprises LP

Tanya C. Matthews
TMG Construction Corporation

The Honorable T. Allan McArtor
Airbus Americas, Inc.

Clay McConnell
Airbus Americas, Inc.

Carolina Mederos
Squire Patton Boggs (US) LLP

Mary Miller
Signature Flight Support

John G. Milliken
George Mason University

The Honorable Norman Y. Mineta
Mineta and Associates, LLC

Jonas Neihardt
Hilton

Steven B. Peterson
Peterson Real Estate (PRE)

Thomas F. Pumpelly
PCI Financial Group

The Honorable Thomas Davis Rust, PE, AICP
Pennoni Associates

Leo J. Schefer

Mark Sharer
Bank of America Merrill Lynch

Kurt Thompson
Dewberry

James W. Todd
JWT, Inc.

David F. Traynham

Jerry A. Van Voorhis
CZI, LLC

Martin D. "Art" Walsh
Walsh Colucci Lubeley & Walsh, PC

David C. Whitestone
Holland & Knight, LLP

Paul J. Wiedefeld, A.A.E.

The Honorable Anthony A. Williams
Federal City Council

National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

To Whom It May Concern:

The Washington Airports Task Force (WATF), a Virginia 501 (c)(3) corporation whose mission is to enhance and expand aviation services for the National Capital Region, appreciates the opportunity to comment on the MWCOTG Transportation Planning Board's Visualize 2045, FY 2019-2045 Transportation Improvement Program and Air Quality Conformity Analysis. The WATF is acutely aware of the challenge that transportation presents to passengers and businesses that need access to our region's airports.

Overall, the current Program presents what we believe to be a very unbalanced approach to regional transportation funding because it allocates 66% of total transportation funding to transit and only 33% to roads, when only 7% of the region's trips are by transit. The Program assumes an almost 40% increase in ridership over the period of the study; however, in 2045 that will still account for only 7% of total trips. The WATF finds that the proposed funding allocation is unacceptable.

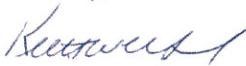
The WATF does not advocate significant cuts in transit; however, we cannot ignore the lack of investment in roads that handle over 80% of daily trips for our region's citizens. *Without significant increases in the surface network, regional congestion and delays will dramatically increase. This will have a significant impact on our region's economy and citizens' quality of life.*

Further, one project that is conspicuous by its absence is an additional Potomac River Crossing between Loudoun and Montgomery Counties. Congestion leading up to and on the American Legion Bridge is an all day, every day occurrence, costing our citizens in terms of productivity and quality of life, and harming our environment. Even with proposed HOT lanes and improved capacity on the existing bridge, this major transit point will only get worse. A new Potomac River Crossing would be the single most impactful measure that could be taken to help relieve regional congestion, as it is proposed to handle an expected 100,000 trips per day.

A new bridge would provide improved access to the international air services at Washington Dulles International Airport for residents of Montgomery County, as well as for the entire region, due to the impact this Project would have on reducing overall congestion. A new bridge would also provide improved access to the low-fare air services at Baltimore Washington International Airport for residents of Northern Virginia. The bottom line is that a new bridge would provide more opportunity for residents and businesses to connect to cities and markets around the country and the world, and would provide airport and airline options for residents that they currently do not enjoy because of congestion.

The WATF supports greater funding to support our region's roadway network and believes that it is imperative that a new Potomac River Crossing be included in Visualize 2045 Program.

Sincerely,



Keith W. Meurlin

The following is a transcript of comments made by Daniel Paschall at the TPB meeting on September 21, 2018.

Thank you to Chairman and the Board for this opportunity. I'm Daniel Paschall. I'm with the East Coast Greenway Alliance. We represent a trail project that's going from Maine to Florida, so sort of an urban Appalachian Trail, but connecting all the major cities down the East Coast.

We are part of the Capital Trails Network and so I wanted to come down here, actually from Philadelphia. I'm the coordinator for the Mid-Atlantic Region, so I see trail networks not only in the D.C. region but in Philly, in Delaware, in Baltimore. So it's very important that we wanted to support the Capital Trails Network as being adopted as one of the aspirational elements of Visualize 2045. And also wanted to recognize that, you know, this network is -- it's not just the region and it's not just even our trail along the East Coast, but the Great Allegheny Passage and the C&O Towpath are part of this, and that will eventually be part of what was recently announced by Rails to Trails, the Great American Trail. So this idea, if you know the railroad project to connect both coasts back in the 1800s, this is a trail project to connect Washington state to Washington, D.C.

So there's more information coming out about that, and we have the American Discovery Trail, September 11th National Memorial Trail, another one to connect all the major crash sites of September 11th. These are regional trails and they basically provide a spine for other trails in the area.

And you wouldn't build, you know, a beltway without roads to get to it. There shouldn't be, you know, a beltway of a trail without trails to get to that to provide safety, but not only that, transportation and economic development and, you know, thinking about congestion in the area. If you provide more options, you'll basically get more people off the road and onto healthier ways of transportation. So thank you very much.



Charles Allen, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239
[Via.https://www.mwcog.org/visualize2045/](https://www.mwcog.org/visualize2045/)

October 5, 2018

SUBJ: Suburban Maryland Transportation Alliance (SMTA) -
Comments on Visualize 2045

Dear Mr. Allen,

SMTA appreciates the opportunity to comment on the draft Visualize 2045 Plan, and to highlight our support of the projects that are regionally significant and add meaningful capacity to the transportation network.

We agree that by bringing these elements together, the draft plan aims to help decision makers and the public “visualize” the region’s future by illustrating:

- What the region *aspires* to do if more resources were available,
- What the region *can do* with current levels of funding, and,
- What the region *must do* to meet federal requirements.

Toward that end, Visualize 2045 and the FY 2019-2025 TIP include important projects like the Purple Line and the Traffic Relief Plan that will add capacity to I-270 and I-495 with self-supporting express toll lanes. These is long overdue for those who waste 67,000 hours every day sitting in congestion and reducing air quality on Maryland’s interstates.

That being said, SMTA notes two major concerns with the draft of the 2045 Plan:

- 1) A second bridge crossing the Potomac River should be included in the Aspirational Initiatives. It is inconceivable that after 9-11, crippling snowstorms and Metro shutdowns, the draft 2045 Plan does not include a second bridge – not only for mobility goals but for homeland security. In addition, another bridge would meet five of the six Performance Based Planning & Programming (PBPP) measures that address emissions, congestion, miles traveled and freight reliability.
- 2) SMTA supports all modes of transportation in order to create a truly connected, regional system serving commuting and non-commuting trips. Bicycle facilities are crucial, however, most of them do not rise to the level or regional significance nor can they compete with other improvements on a cost/benefit basis. Given the backlog of delayed road and transit projects

we urge the TPB to focus our limited resources on regionally-significant projects that will add meaningful capacity. As shown on Table 11 of the TIP, Maryland has submitted a disproportionate amount of bicycle/pedestrian projects – when compared to the District and Virginia’s. Funds for these projects should be redirected to long-overdue road and transit improvements such as Mid-County Highway and the Corridor Cities Transitway.

SMTA is appreciative of the TPB’s efforts to make this plan more integrated across jurisdictional lines, and more thoughtful. With the addition of the second bridge and a better balance in bike/ped projects, the draft plan will better address transportation initiatives for residents, workers and businesses in Maryland and the entire region.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Russel". The signature is written in a cursive, flowing style.

Jennifer Russel, Chair
Suburban Maryland Transportation Alliance

cc: SMTA Board of Directors and Advisory Board

The following is a transcript of comments made by Rob Whitfield at the TPB meeting on September 21, 2018.

Members of the TPB, thank you for the opportunity to speak. I'm Rob Whitfield. Fairfax County Taxpayers Alliance looks at the cost-effectiveness of projects, both in transportation and other aspects of government spending.

I've been to two meetings of Visualize 2045 in Fairfax County. My estimate is that no more than 20 people attended either of the meetings. And, unfortunately, the agenda seems to be driven by minorities who advocate for bike and pedestrian trails, but we have very few advocates for the fundamental means of mobility, which is the highway network. The majority of the population and household and employment growth in the last 20 years has occurred outside the Capital Beltway, and the Council of Governments has projected that trend to continue.

I got this half an hour ago; I haven't found any details that show within the region the breakdown between the core, the inner jurisdictions, and the outer jurisdictions. So that that overlay needs to be provided into here so that we can see where projected growth with COG's existing planning process projects that will – I mean, I support the activity center concept but if in fact the majority of employment and household growth is going to be outside the capital beltway, that's where the primary funding needs to occur. Fairfax County is close to 1.2 million; Loudoun County is now 400,000 people; Prince William County is about 450,000 people. We have over 2.2 million people living in suburban Northern Virginia, and yet we don't even have a representative on the Commonwealth Transportation Board who represents "normal" interests. They're special interest appointees.

So I will have much more to say on this when I see the further steps being taken in this process, but I do advocate that you have to focus primarily over 81 percent of the people today use highways for commuting. And if you include those who commute by buses, we rely on the highway network for around 90 percent of commuting. So I'll have more to say at subsequent meetings. Thank you.

The following is a transcript of comments made by Nancy Abeles at the TPB meeting on September 21, 2018.

This year, our region selected seven new initiatives to improve transportation planning. Doing so, TPB finally acknowledged that land use and housing affordability are factors in travel woes. Now TPB must acknowledge that transportation is really about people, and that the public can be the best planning resource.

I'm Nancy Abeles. I've been a community representative on multiple transportation advisories, including TPB's Citizens Advisory. I'm here to say how deeper, more proactive engagement should be either an eighth initiative or a tool to amplify the seven.

Beginning with Houston, Texas, some transportation agencies now use these interactions to revamp failing systems. Houston asked a broad inclusive spectrum of direct stakeholders, including communities and system operators, to redesign their bus system from scratch, and they used "of the moment" planned use data to see actual densities of where people live and work. Planning time was short, the low investment primarily for outreach. New routes and timetables for existing assets were implemented literally overnight. Transit ridership significantly increased, road congestion lessened, travel time shortened, because homes and jobs connected better.

Continuing engagement will keep this system resilient. Houston's people now use more of all transit modes all week because work and personal needs are being addressed. They improved their region's overall transportation network, economy, and quality of life.

But usually, with a lot of rigmarole, communities are made either a project's victim or enemy. That's because too much happens behind closed doors, and politics interfere with whether a project is beneficial or cost-effective. We can see through legacy projects or have actually been told by project staff that a project's fate rests not upon merit or return on investment, but on who gets elected.

Better public involvement can correct or validate assumptions by on-the-ground knowledge to make planning both more effective and transparent. In summary, greater, deeper public engagement can improve planning by bringing together top-down and bottom-up thinking. With the next 20, ten, or even five years becoming less predictable, all kinds of experts believe that we've reached a major global pivot point that makes it harder to plan. There will be different, potentially unforeseen transportation options, kinds of housing, and even forms of cities.

Based on personal needs in the face of these unknowns, the public will make ongoing choices of where to live and work. How better than to make regular people into agents of culture change by their more integral involvement in the planning process. The public wants connection between long-range planning and here-and-now reality. Solutions don't come from roads or vehicles, but from people. We are here to connect if elected officials,

planners, and transportation agencies will listen. Thank you for the opportunity to comment.

Sent: Saturday, October 6, 2018 2:25 PM
To: TPBcomment
Subject: Metro Single Tracking

A solution to the area's horrific weekend traffic would be for Congress to pass legislation declaring "single tracking" a high crime and misdemeanor. I travel the world over and our Metro is the only transit system that is so addicted to single tracking which results in unreasonable delays, not only for passengers traveling through the affected area, but throughout the system. Single tracking forces Metro to increase the already pitiful weekend headways and have trains wait unpredictably long times for clearance. With my bus running every 60 minutes, and single tracking, it can (and has) taken me 2 hours to travel from Dupont Circle to my home in Alexandria!

So I drive.

The solution is to close the area where track work is required in both directions and run a "bus bridge." By working on both tracks simultaneously, the total duration of the repair can be cut in half! It's safer for the workers too, and would allow "normal" service on the remainder of the line. The London Tube is a two track system and that's how they do it. Why aren't we as smart?

Thanks.

Bob Gronenberg

Sent: Saturday, October 6, 2018 12:40 PM
To: TPBcomment
Subject: Visualize 2045

Hello, I have lived on both Maryland and VA suburbs and, a short time in DC so, I've experienced all sides of the Metro area, since moving here from St. Louis, in 1963. We now live on 2 acres, in a more rural landscape, near Olney, Maryland. But, we still daily contend with 2 very congested roads: New Hampshire Avenue and Georgia Avenue. I would like to see this congestion remedied and the roads made safer, if possible.

I have a huge interest in transportation and road improvements in the area. It affects what we do every day. And it even hinders my art school from growing, because parents don't want to get stuck in traffic. I used to have 30 students and due to congestion, I now only have ten.

In the 60s we used to be able to walk to DC or Georgetown from Alexandria and Arlington. We took trains to Baltimore and only took buses for college or work. Most folks had one car and, none had two vehicles, even though almost everyone had 3 or more kids. I never imagined a day when families would have more than one car and, I never owned one myself until five years after we had kids. We live in an entirely car-centered world now.

The area has shifted from pedestrian-friendly to a transport-needed area. I wouldn't recommend that anyone walk or stand at a bus stop. It just isn't the safest mode of transportation anymore. Even if you put in more of these options, I doubt many will risk their lives using them. Even bicycle lanes may mostly be used on weekends when traffic on the roads is not as troublesome. Also, how can we give police protection on a beltway bicycle path? This is a different very society than we had in the 60s! Please don't implement anything inherently unsafe!

My suggestions are:

1. Build 2 or more bridges connecting VA to MD, above Great Falls. This has been needed since at least, the Civil War. (You can even add several more ferries in the interim.) The bridges will get the most traffic off our over-crowded main arteries.
2. Give tax incentives to people to live closest to their work places and give other incentives to people who actually work from home. There is a huge attraction to these work options.
3. Give more incentives to home school families. We would be in a world of hurt if we had those families on the roads during the rush hours. They should be monetarily thanked for their choice to stay off the roads!
4. Refrain from making any more toll roads and complex roads stacked on top of each other. We have enough of them and we don't want to turn DC into Houston, one of the worst cities I've even seen! Once you get 3 or more roads stacked-up GPS can't help you navigate them!
5. Please don't add any more lanes to existing highways. They reduce forestation and are wide enough...too wide, really..they are noisy, break-up communities and affect our quality of life.
6. If possible, find a way to charge tourists for the privilege of visiting this area..maybe big busses can be charged impact fees. Essentially, treat DC more like a National Park.

7. Finally, beautify the roads and intersections we have now or, we add in the future. America is a mature country and we need to work harder to encourage more public art and landscaping. The lack of it is an embarrassment to us, on the world stage. Without any effort, we are very good at making America more and more ugly. But, I believe we can do better..and, what better time, as we try fix absolutely horrendous traffic congestion. Plus, if we have to stand for hours of our lives at intersections, it would improve the experience, if they were clean and attractive!

8. Finally, one more suggestion would be to find a better way for local and state transportation groups to communicate. I've attended planning meetings in the past for road improvement in our area and I was told by the speakers that local and state authorities did not communicate..at all. Please encourage me that this is fixed now and there is a also good cross-pollination going on between counties and towns and across the DC border..and the State Transportation Department. That would make my day!

Blessing to you as you proceed with this very challenging but, needful activity.

Maureen Hartnett

6107 Joyce Drive
Camp Springs, MD 20748

October 7, 2018

Chair Charles Allen
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear Chair Allen:

An article in today's *Washington Post*¹ examined the economic outcomes for middle-class children born in the early 1980s in various jurisdictions. The map of the area clearly demonstrated the "east-west divide" mentioned in the Visualize 2045 report². A well-executed long-range transportation plan could help reduce this opportunity disparity by linking future workers with jobs at Regional Activity Centers throughout the region.

I appreciate the variety in the various road, transit, and pedestrian projects planned by the Transportation Planning Board (TPB). It was heartening to see an acknowledgement that we "can't build our way out" of congestion problems and that the potential exorbitant cost of overbuilding "underscored the importance of supplementing any proposed system expansions with supporting land-use policies,...pricing mechanisms and other programs."³ Several projects, such as improvements to MD-210 and improved connections to the Oxon Hill Farm Trail, would positively affect me.

My specific concerns relate to program priorities proposed in eastern portion of our region. Your report noted that Charles County is expected to grow in population by 44% compared to today. However, the map of "Major Transit Projects⁴" shows a conspicuous gap in additional transit infrastructure in

¹Ingraham, Christopher. "Downward mobility: Where middle-class kids are worse off than their parents." *The Washington Post*. 7 October 2018, p.G3.

²p.6

³p.32

⁴Figure 5.2 p.40

eastern and southern Prince George's County and in Charles County. Major Highway Project #22, a proposed \$790 million expansion of MD-5 with a planning horizon of 2035, would thus become the backbone linking new communities in that area with jobs and activities elsewhere.

Adding additional traffic to MD-5 concerns me because there are already several heavily congested portions of the roadway. I, like many commuters surveyed, consider reliability in choosing how I get around. Thus, I never use Branch Avenue to reach the beltway in the morning, despite living very close to it, because the stop-and-go traffic on the ramps to I-495 makes my travel times inconsistent. Adding traffic to MD-5 also seems inconsistent with planning goals calling for reduced automobile dependence and limiting future development outside of Regional Activity Centers.

“Appendix J: Public Outreach: Summary of Public Comment Periods” mentioned the 2017 “Southern Maryland Rapid Transit Study.” This report, produced by the Maryland Transit Administration (MTA), described a system connecting the Branch Avenue Metro station with Waldorf that could be built for \$1.5 billion. I urge the TPB to consider adding this project to the financially-constrained list of projects proposed for 2045. Such a line would meet a majority of the aspirational initiatives created by the TPB. It would “expand bus rapid transit regionwide” and could induce demand for Metrorail and thus “move more people on Metrorail.” The system could “bring jobs and housing closer together” through redevelopment of underused properties at several proposed stations⁵. Such concentrated new development would also “improve walk and bike access to transit.”

The major criticism of the project is that not enough demand exists to make it cost-effective to run outside of commute hours. However, a benefit of concentrating new development along this transit line, as opposed to spreading it out into more car-dependent areas, is that there would be a potential for more future riders. It is also possible that careful planning could reduce the capital outlays necessary to build the system. An earlier report, the “Southern Maryland Transit Corridor Preservation Study”, advocated for a beltway crossing using a tunnel⁶. If the I-495 Managed Lanes project is built, a cut-and-cover tunnel box could be placed in the area for use by a future

⁵For instance, the Woodyard Crossing shopping center is a proposed station stop. It is currently underused after major tenants including K-Mart and Toys-R-Us have left.

⁶MTA Maryland. “Southern Maryland Transit Corridor Preservation Study.” August

transit corridor. Such construction is not unique. Traffic was shifted around construction of the Washington St overpass in Alexandria as it was built. In Edmonton, Alberta, constructing a stub transit tunnel under the site of a future office building saved \$140 million Canadian dollars when the transit line was later constructed.

The focus on Regional Activity Centers fails to highlight the fact that some large employers can greatly affect local travel patterns. As a result of BRAC, Joint Base Andrews in Camp Springs, MD and Joint Base Anacostia-Bolling in Washington, DC have added jobs. Some proposed projects, such as the I-495 Managed Lanes project and the reconstruction of the I-295/Malcolm X Avenue interchange, directly support these large employers. It would be useful if large traffic generators were marked on planning maps.

One area I believe the TPB could improve in is public outreach. I did not know about this document or process until a WTOP story the other day mentioned the end of the public comment period. When I examined “Appendix I: Report on Phase 2 of Public Outreach: Public Forums and Open Houses,” I noticed that none of the hearings occurred in my area. The closest ones were in College Park, on April 18, 2018, and in Washington, DC on May 1, 2018. The only Charles County meeting occurred in La Plata on April 25, 2018. Considering the prevalence of Equity Emphasis Areas (EEAs) in this part of the region⁷, it is disappointing that it appears neglected in terms of both outreach and future investment.

My sincere hope is that our region’s long-range plans supports everyone, especially those of us residing in Prince George’s and Charles Counties. Infrastructure investment could help correct past inequities and enrich the Washington area as a whole.

2010, p.5-2.

⁷CE 2023 in the “FY 2019-2024 Transport Plan” is allocated for roadway revitalization for inside-the-beltway communities in Prince George’s County. However, only \$5 million is allocated through 2020.

Thank you for your time and consideration.

Sincerely,

Patrick Husson

From: Jones, Hunter H
Sent: Friday, September 14, 2018 12:35 PM
To: TPBcomment
Subject: Public Comment on Visualize 2045 and the FY 2019-2024 TIP

To whom it may concern:

I envision a transportation system with hundreds of miles of paved trails, networks of protected bike lanes and laws that support and protect people who travel by bike.

There are some positive elements within Visualize 2045; however, the plan doesn't go nearly far enough for people who bike and walk. The plan invests in automobile infrastructure to the detriment of people who walk and bike. Visualize 2045 needs to envision a bolder future for people who walk and bike. It doesn't plan for the transportation future that we need.

The TPB could encourage more biking and walking by adopting the Capital Trails Network as the aspirational trail initiative in the long-range plan! This trail network has been researched, defined, and mapped by the Capital Trails Coalition, a group of public agencies representing TPB member jurisdictions, non-profit organizations, and other stakeholders. The TPB needs to fully adopt the Capital Trails Network as a key part of the long-range transportation plan, and invest in trails and bicycling and walking projects.

If our Transportation Planning Board refuses to be bold, to think big, and to develop new transportation solutions, then we will be stuck with the same transportation problems (congestion and traffic fatalities to name a few).

Kind regards,
Hunter

From: Hisham Shehabi
Sent: Friday, September 14, 2018 11:08 AM
To: TPBcomment
Subject: Visualize 2045 - Comments by a new resident in DC area

Good morning,

Thank you for being so elaborate in explaining your vision for the transportation system going forward in the next decades. It is quite refreshing to be in a place where such a public consultation so far in advance is possible.

My wife and I just moved to DC, and are likely going to be here for some time. As such, I feel compelled to take up the opportunity to share my ideas on the Visualize 2045 plan.

Having moved here from Switzerland, where I commuted to and from work, did exercise and socialized on a bicycle on most days of the year, I was quite appalled at the state of the bicycle paths in the DC area. While I understand that cars reign supreme in the US, the Visualize 2045 is a chance to rethink the way an American city can contribute to the health and happiness of its residents and visitors.

In the past months leading up to my move to DC, I have followed quite closely the work of the [WABA](#) group on bicycle advocacy. Having joined their 50-state bike ride last week which criss-crossed across the beautiful city of DC, I couldn't help but feel that my presence on the road seemed like a nuisance to others, cars but also pedestrians. In turn, I did not feel safe. This problem is multi-pronged and goes back to the mentality and mindset of drivers, who also don't stop really for non-signalled pedestrian crossings!

The work you are presenting in Visualize 2045 around bicycle paths, is only about increasing the flow to metro stations for commute, but I suppose that a bicycle-friendly city is more than just about connecting people on bicycles to the closest metro stations. It is about making more trails available, dedicated and safe for people to commute. The [Capital Trails Coalition](#) has come up with such a plan, which I believe would be a huge oversight on your behalf not to include in your plans.

Having seen the collaborative and forward-thinking approach this group has put together, it would be a missed opportunity not to bring this group of stakeholders on board. The dedication of trails is but one element to consider. The policies behind cycling infrastructure need to also be considered, including bike racks, tire pumps around the city and other 'soft' support infrastructure (subsidies, events, education, awareness, etc). With such a coalition already in place, all this thinking has already been done and ready to be executed in line with your development plans.

I guess you are more than familiar with the host of benefits economic, social and health associated with moving to a more bicycle friendly city, but here are a few links below to further cement the concepts. Moreover, wouldn't it be cool to join the cities of [Fyn, Denmark; Gelderland, the Netherlands; Heusden-Zolder, Belgium; Woensdrecht, the Netherlands and Yorkshire, Great Britain as officially acclaimed bicycle-friendly cities by the International Cycling Union?](#)

The great thing about planning so far ahead is the opportunities for inclusion and collaboration that open up due to the long-term nature of the process itself.

Wishing you all the best in your planning for the future development of the city.

Best regards from a surprisingly-quick-to-call-DC-home resident.
Hisham

The following is a transcript of comments made by Jason Stanford at the TPB meeting on September 21, 2018.

Hi. Thank you for the opportunity to speak today. Left to fester, the transportation challenges that have plagued our area – congestion and delays – will choke the economic development and quality of life that have been the cornerstones of our region for decades. Fundamentally, we need more transportation capacity to move more people throughout our region. We also need more transportation funding to ensure that existing and new funding are programmed in a manner that reduce transit and highway congestion and delay to the greatest extent possible.

The current divide between program, transit, and highway investment is dramatic. Currently, 66 percent of total transportation spending will be dedicated to transit while only 33 percent to roadways, despite transit only accounting for 7 percent of the total trips taken throughout the region. Even with the projected 38 percent ridership growth, the TPB's own analysis indicates that the transit trips will still make up around 7 percent of the total regional trips in 2045. This does not mean that we need substantial cuts for transit, but it does underscore the region's dramatic under-investment in a network upon which over 80 percent of all daily trips depend and why, absent significant greater investment in that network, regional congestion and delays will become dramatically worse.

To be clear, the Alliance is and has always been a strong supporter of increased investment in transit, ridesharing, transit-oriented development, mixed-use, and similar policies. However, it's hard to be confident that future programmed investments in Visualize 2045 draft best address actual future demands and needs. In short, Visualize 2045 makes clear that we as a region are falling far short of the targeted transportation investments required to improve mobility, to maintain prosperity, to improve our quality of life, and keep our region moving forward.

Meeting this challenge requires that Visualize 2045 and the TPB's subsequent actions embrace a far more focused approach on those transportation investments that best address the region's most pressing transportation needs. We can do better and we must. Thank you.

Comments of Peter Stokely

As a DC metro area resident, native, commuter and bicyclist, I urge you to incorporate the Capital Trails Coalition's long-term trail vision into the Visualize 2045 plan. This is perfect opportunity to combine the two long range mobility plans which will have synergistic effects. Safe bicycle mobility is key to a modern thriving metro area and will keep the DC metro area competitive with other metro areas such as Denver, Seattle and Portland when trying to grow the economy and attract qualified workers. Automobile ownership trends are decreasing with the new generation, and other mobility options are becoming more popular, including cycling. The Capital Trails Coalition plan will unite DC with its surrounding counties and provide a safe stress-free network of trails which will improve mobility and access to jobs for all income groups, and will increase the attractiveness and property values in the connected neighborhoods. Increasing mode share to non-automobile options such as cycling will be a win-win for our community by reducing congestion, increasing public health and wellbeing, linking neighborhoods, increasing property values and the overall attractiveness and competitiveness of the Washington DC metro area. I urge you to incorporate the Capital Trails Coalition's long-term trail vision into the Visualize 2045 plan.

Comments on Visualize 2045

1. Visualize 2045 fails to consider the role that improved and expanded commuter rail could play in reducing traffic congestion, accommodating growth and connecting affordable housing in Baltimore with jobs in the DC area. Visualize 2045 should be revised to include capacity and reliability investments in the MARC Penn line -- 4 tracks to Baltimore with the center island platform constructed at BWI; investments in the Brunswick line to allow for two way service in the rush hours and some midday service; construction of additional trans-Potomac capacity to allow for more VRE service and MARC and VRE run-through trains. Commuter rail expansion is much more appropriate for the region, and cheaper, than Metrorail extensions.

2. Visualize 2045 fails to consider a cheaper and more productive option to a new stub-end station in Rosslyn. Build a new Silver line transfer station at East Falls Church with cross-platform transfers to and from Orange line trains. This is a much cheaper solution than a new underground Rosslyn station for the Blue line and it allows for shorter headways on the entire Silver line if demand along the 22 mile segment ever requires it.

Blue and Orange line trains would continue to operate in and out to the District. Rush hour Silver line trains would terminate at East Falls Church with cross platform transfers to Orange line trains for travel to Arlington and the District. The ratio of Orange line trains would increase (by replacing the Silver line train slots). During off-peak periods all three Virginia services could run through Rosslyn to the District. This is a cheaper solution than building a new Rosslyn stub-in terminal for the Blue line.

3. The region should give stronger consideration to managing its growth and limiting greenfield development requiring expensive highway development. More incentives should be provided for investment on the east side of the region. Greater development density needs to be allowed/promoted at underutilized Metrorail station on the east side of the region.

4. The Transportation Planning Board should use its control of the TIP to discourage bad transportation investments and more strongly promote projects in line with its objectives. States need to be encouraged to focus on demand management projects and transit more than highway widening. Projects in the TIP should be scored for performance against COG goals and low scoring projects should not be included in the TIP. TPB voting should be on a weighted basis to conform with one person, one vote.

Steve Strauss

Comments of Tyrone Vias

Visualize 2045 is an impressive blueprint for the future which must balance many significant challenges. Originally being a NYC resident and currently in Law Enforcement I will offer some global remarks since planning for a region is no simple task.

1. My roundtrip commute is 130 miles long from Brunswick to DC. As a first responder my schedule can be rather unpredictable. So thoughts based on this.
 - a. Tolls seems to be the new talk to pay for everything but takes a very significant amount of disposable income out of the middle class' pocket, not to mention fuel and wear and tear on a vehicle. Toll roads easily adds anywhere from \$100-\$300 in additional costs which are not sustainable for a middle-class family on incomes that do not rise with the rising costs of everything else.
 - b. Brunswick has the good fortune of having the MARC train. However, the MARC train schedule out of Brunswick to DC is rather limited and for a person with a crazy schedule almost unusable. I would love to take the train in but it is not a viable option. Though not perfect the NY/NJ/CT area has a far more robust and usable commuter rail system which the National Capitol Region so desperately needs. For the sake of brevity, I would also loop commuter buses as well. As far as I am concerned commuter buses in the NCR are non-existent in certain areas. Road repair and improvements are a great thing but if the roads are going to be too expensive to traverse for Middle class residents then a robust, reliable, flexible commuter bus and rail system should be given a far higher priority.

Thank you for your attention.