

Question 2: What comments do you have on the other improvements that can be addressed during the spot improvements' design? For example: existing signing, message boards, enforcement areas on I-66, signals on parallel roads, ramping metering, other.

- The first step upon completing an objective multimodel study focusing on how to move the most people in the most efficient manner would probably be to expand rail service, to add express service, if at all possible, or more realistically, convert a lane of I-66 to bus rapid transit and develop a network of pky lots and shuttle services to move people in the outer suburbs from their homes to BRT spots.
- What improvements come to Arlington neighbors with I-66?
- Improve to 4 lanes outside the beltway
- Traffic tends to expand to the point of congestion; so more space for cars just allows traffic to a new level of congestion.
- Set up the forum to deal with specific issues instead of scattered portions of the plan.
- Enforce existing HOV-2 law, strengthen it to HOV-3, use variable time tolls, and increase bus service. **DO ALL THIS BEFORE WIDENING.**
- Expand HOV hours, and increase express bus service.
- Exit 69-WB, exit traffic forcing its way to left turn on WB wash. Blvd. Pedestrians hazard at Wash Blvd. Unsafe left turn into the Metro Parking lot from WB. These ought to be corrected as spot improvements.
- Sound barriers, light pollution, i.e. change lights type to point down only, preserve bike trails, and make all HOV.
- Institute HOV in both directions during rush hour-that is east bound and west bound during am and pm rush. Environmental Impact Statement pollution is bad already!
- Sound barriers should be improved, replaced or installed at all spot improvements.
- This involvement is a farce. Things (spot improvements so called, AKA widening I-66) seem decisioned.
- HOV-2, 24 hours a day and HOV-3
- Improve bike path, parkland impact, noise abatement, wetlands and aquatic resources, and stream restoration.
- Continuous wide shoulders needed for safety, incidents and evaluation. HOV and traffic enforcement areas. Improve parklands and landscapes.
- Don't use this process to steamroller Arlington's opposition to widening I-66! Keep the integrity of the current Custis trail.
- HOT lanes and increased HOV will do far more than these so-called "improvement."
- Starting with false premise of "build," only work with existing road, improve environmental = quality, more metro cars, bus lanes and fuel efficient.
- Any new lane should be BUS only.
- Turn I-66 inside the beltway into HOT lanes and use revenue to finance new metro line.

- Ramp metering during rush hour does not seem necessary on EB 66 in the morning; not necessary going WB.
- Change tolls so those who use the road pay.
- Why are the “proposed improvements” all so auto-centric? Better metro (3rd track), and better bike/ped trail.
- Retaining walls/ sound barriers for close neighbors.
- HOV-2 and HOV-3 in both directions.
- Go to HOV-3 to improve capacity constraints first before spot improvements are made.
- Add parking at EFC metro so they can take bus or orange line to Tyson’s etc. (esp. on south side of station).
- Metro to Tysons could reduce many car trips. Widening of I-66 could preclude additional rail tracks. Autos require more space than transit.
- Increase Metro Orange line capacity or add express BRT services, increase HOV restrictions to mitigate jams instead of adding lanes.
- Widening the existing laws to further accommodate the Yukons, Hummers and other mammoth vehicles would be very convenient.
- More Buses and HOV lanes in both directions
- Why is I-66 flat for cars and hilly for bicycles?
- Current message boards are useless cause information is generic. Improve messages.
- No widening, more metro cars, more HOV lanes, more toll lanes and more bike lanes.
- Other improvements instead of expanding the road could include more parking at East/West Falls Church or more Western Stations.
- Enforce HOV violations
- Does the widening impact the ability to create a toll lane?
- Widen by 2 lanes if possible, build all 3-improvement alternatives A1-A3, preserve existing bike, pedestrian trails and put on overhead bridges, sky lanes, etc if necessary.
- Need to do the same work east bound on I-66 it has the same problems. Don’t do ½ your job!
- Widen the Custis (bike) trail and reengineer dangerous corners and entry points. “Maintaining” the existing trail is not enough.
- I-66 should not be widened.
- Drop Metering- metering cars is not effective. No one obeys the lights because they see openings on the road as they wait.
- What plans do you have to eliminate the “bottle neck” at the E. Falls Church metro?
- Improve the Custis bike trail and the tree canopy. Don’t widen I-66 w/ these spot improvements!
- Ramp meters don’t work. They say to enter when traffic is coming.
- Very simple. Scrap the proposed improvements and make I-66 HOV restricted in both directions during rush hour. Problem solved.
- Plan to be able to reverse East bound lanes in case of emergency.
- Start HOT lanes sooner, before construction.

- Run an express bus service on I-66 from Tyson's and Centerville, etc. This would obviate the need for any widening.
- Add express track to Metro-Rosslyn to East Falls Church direct for airport express.
- DO NOT BUILD! Trees planted, sound walls, express bus, slow development in Fairfax and Loudoun and PR. William.
- Do preliminary engineering for construction of Silver Line of metro down I-66 row from East Falls Church station to Rosslyn.
- Strict enforcement of HOV, change to HOV 3.
- Design casual car pool pick up and drop off points at the 66-on/off ramps.
- Consider HOV 2 in one lane for 24-7 weekdays.
- Need for better sound walls and sound-suppressing surfacing materials.
- For see problems- increase cars, increase sound, increase vibrations, increase pollution- gas and oil run off road into 4 mile run- increase water run off already has negatively impacted 4 mile run with flooding-loss of banks-pollution.
- Before adding more-try HOT lanes (both ways).
- Will there be a better sound wall built for the Westhampton neighborhood? We are on Berkeley St. and need a better sound wall in our neighborhood.
- Do a full study of environmental impacts of widening and compare to alternatives like improving transit.
- Other improvements might include wider sidewalks and more and better-marked cross walks on streets leading to/from "spot improvements." These are Bike and Pedestrian-heavy corridors.
- Can this improve the bicycle path?
- Don't widen-fund road sharing and fund express buses.
- Money used to widen I-66 should be used to improve the orange line and maintain room for 2 express metro lanes in the I-66 median.
- Instead of adding new lanes add metro lines to reduce traffic, help pedestrians and reduce pollution.
- Detours of bike trail should be safer than the existing trail; no parkland should be touched to encourage car travel. Metro should have priority for \$.
- Do not widen the road.
- While making "improvements" for cars, don't forget the need for wider sidewalks and improved crosswalks for pedestrians/bicyclists-this does not happen in a vacuum we're all affected.
- Improve sound walls; bike path widening, and traffic should be reduced not increased. Expanding metro orange line to 4 tracks.
- Bicycle path-maintain. Orange line-expand
- Convert existing lane to HOT, HOV increase, fund western metro first, add express bus service on 66 from western suburbs or toll lanes, add metro cars and capacity first and restripe to add wider shoulder for evacuation w/out widening.
- Do not widen- add metro lanes instead, plus metro improvements like more cars, better maintenance (so less breakdowns).
- Improve public transportation-reduce car use.

- Improve the bike trail-Do not let the bike trail be closed (not shunted to roads).
- Money should be put into HOV enforcement. Moving to HOV-3 in both directions would solve congestion problems.
- Don't mess with bike lanes-improve them!
- HOV Westbound.
- Reduce speeds on Washington Blvd. Better enforcement of speeds on Washington Blvd. West of Glebe to Lee Hwy.
- Trails (recreation/bicycles/ strollers/handicaps), Public street safety (signage, cultural, visibility, enforcement, volunteers), Bike trails roadways and crossing (veh and pedestrians), courier.
- Improve traffic flow, reduce air pollution, and keep traffic out of adjacent neighborhood, better safety and regional evacuation.
- Other improvement must include a continuous third lane, other wise the spot improvements will just back up each time the merge is encountered.
- Consider widening East bound lanes.
- Coordinate light on East West streets to increase flow.
- The sound barriers need to be improved.
- The bike lane the N side of I-66 should go all the way to Sycamore rather than having to cross to the S side of I-66. The spot improvements could preclude this possibility unless carefully designed up front.
- Seven Corners needs to be improved.
- Raise 8-ton truck limit on Arlington Blvd to Fairfax Circle (so don't use other roads).
- No HOV reverse lanes, PLEASE as is my low density residential VDOT street (Wash Blvd) is negatively impacted.
- Model alternatives to spot improvements. Rail to Dulles, express bus service, better land use in exurbs are all better than the proposed. Improve parklands; bike trail experience and sound walls-widening will harm all these things.
- The whole expansion plan is a Sham. Have Arlington Co. board members more involved w/ the process to reduce VDOT bias.
- Design pedestrian accessible bus stops on the side of 66 so that buses can serve the 66 corridors.
- Keep the bike path in its current condition and open during any construction, so that you can keep this commuter path running.
- Encourage people to bike to work. Already thousands do. This eliminates traffic on I-66.
- Improve analysis-examine all alternatives-not just for cars. And don't structure the input process to try to channel all our comments towards your predetermined solutions.
- Better sound barriers of existing I66, better design of bike path and landscaping. Do not widen I66.
- Better cultural signage, signage in controlling ramps and shoulders, VDOT and state police trucks coordination and local police check vehicles for drugs, alcohol and other, land enhancement, trees are fine for noise.

- Truck limits on Washington Blvd. West of Glebe Rd.
- Don't do "reverse" HOV-it will put those cars on Washington Blvd-a residential street.
- Expand to HOV-3 NOW. Support with parking lots. Have HOV-2 in the opposite direction.
- Expand Metro to Dulles, HOV extend times, HOV 2 to HOV 4
- I have strong concerns about any infringement on the bicycle/multiuse trails along I-66. Any changes to I-66 should not affect bicycle facilities.
- I am concerned that there will be no buffer for the bike trail.
- Sound barrier design? Fairfax dr. to Sycamore. What will be done to minimize the noise from the traffic relative to the homes adjacent to the proposed improvement?
- Improve sound barriers and reduce noise, replace lost habitat lands.
- I would prefer not to see these spot improvements at all. Instead I would like to see an increase in metro and light rail in/out of D.C.
- Parking lots further out w/ buses (mass transport).
- More plantings-including evergreens.
- The on ramp to 66W at Wash-Blvd does need some improved flow. More lanes on 66 W won't help-the traffic on 66W flows fine. We need to decrease the traffic that needs to use 66W.
- Exit 69 Sycamore St. Signage public safety. Exit 68, exit 67, 29 signage exit 66
- HOV 2-HOV 3
- I have heard very little discussed of raising traffic management from HOV-2 to HOV-3—Has this been considered? Why not add toll/"ez-fide" gates, to be a dis-incentive to small- capacity vehicles? Why not give special access to low emission (green) vehicles, thus reduce pollutants, affecting adjacent neighborhoods and park areas? Plant native vegetation to absorb CO2 emissions.
- Sound heard abatement must be improved, and flood water-four mile run is a major issue.
- Better HOV enforcement
- I'm all for more effective enforcement of HOV restriction-if more space is needed, that should be considered.
- Better enforcement of HOV violations.
- It's not about spot improvements but a new comprehensive approach you need to listen to the smart growth alliance and stop ignoring the big picture need.
- Add express busses and/or more Metro service and/or better pedestrian and bicycle improvements. When I-66 gets jammed, raise the HOV standard! Improve the public involvement process-stop giving us predetermined questions and excessively structured format. Ask more open-ended questions.
- Impacts that must be considered include 1) increased vehicle emission. 2) Increased noise pollution. 3) Environmental impact to Four Mile Run. 4) Future limits to Metrorail expansion and 5) future limits of dedicated bus lanes on I-66.
- Don't Widen I-66.

- Need to enforce HOV restrictions Westbound. Stop traffic from entering the I-66 entrance ramp westbound at exit 69 from N. 25th street. This causes accidents, slows traffic onto the ramp, puts pedestrians at risk and represents a traffic violation in that those going through the stop sign at N. 25th and Wash Blvd never wait for a clear opening.
- There is no need for this project in this form. HOV westbound should be introduced again in the morning. The on ramp signage needs to be looked at.
- Enforcement on I-66 is needed; slug lines and Internet ride matching. Wide continuous shoulder for safety incident management, police enforcement, express buses and evacuations.
- I am interested in parking lots/garages in Fairfax City and Arlington and what new structures are planned in the spot improvements for allowing consolidation of drivers.
- The “spot improvements” solely benefit single use automobile traffic. The impact on pedestrian traffic, especially if lights are retimed for cross streets to ease automobile access to parallel streets from 66, will be severe. Larger enforcement areas are a “cute” idea, but enforcement on 66 is already overwhelmed. Using the money to hire police officers would probably do more for enforcement than using the funds to increase the traffic carrying capacity of the road. Ramp metering is only as effective as the on-ramp’s ability allow traffic to wait. By making the high way appear more capable of carrying traffic, it will attract more traffic. Nothing in the proposed design seems capable of enlarging the waiting area on the on ramps. I would expect major delays during rush hours at the Lee Highway, Fairfax Drive, and Sycamore Street entrances. Ramp metering seems inconsistent with the current design philosophy, which appears to be to get more cars on the road.
- Need overall plan of traffic control along I66 corridor; not just spot improvements. All traffic flow is connected.
- An extended entrance ramp or another lane. It’s all the same. NO MORE LANES!!
- These added lanes will only create new bottlenecks elsewhere.
- Reduce current noise and air pollution from I-66. Improving present poor bike path design and maintenance.
- More comprehensive and better sound wall system. Use of more reducing surfacing material.
- BIKE TRAIL.
- Maintain/Improve Path
- Make I-66 a toll road inside the beltway. Improve noise dampening.
- Sounds walls, pollution, and vibration.
- Address these things and forget the spot improvements for maximum community benefit. HOV-3, HOT lanes, express bus and rail improvements.
- Noise barriers. How about improving the situation for people that live with this road in Arlington and not just for those that drive through Arlington on their way to somewhere else.
- Enforce HOV.

- Congress needs to keep its' promise to lower dependence on fossil fuels. I think it was cowardly of VDOT not to appear before this workshop and instead sending a "consultant" firm that has absolutely no information about the detail of the plans.
- Enforcement areas on I-66? What about all those one-occupancy cars during car pool hours? Match traffic to meters. Some are on when there are few entering cars, e.g. at the West Falls Church Metro Stn.
- Build an exit onto George Mason for ambulance only to Virginia Hospital Center.
- All of these improvements should be made without construction of the so-called "spot improvements." There are a number of places where the Curtis bike trail is too narrow or contains dangerous corners (such as the place where the trail encounters 66). The trail should be improved and widened, not merely "maintained."
- Improve the bike trail and the tree canopy along I-66
- Concentrate on creating express buses (fuel efficient) service before widening, has this been explored fully?
- Message board on Glebe Rd. N & S alerting you to congestion on I-66. You cannot see congestion until too late to turn back.
- Improve alternate (non-car) commuting methods and ease.
- Spot #2 for Dulles is ok. Anything else is not...and constitutes "widening of I-66" which I reject.
- Enforcement is ineffective! Whenever I use the road at HOV times 80-90% of vehicles passing have one occupant.
- NONE
- Get rid of the totally useless/dangerous ramp metering. Don't eliminate bike path. I know that is the ultimate goal here.
- Impose HOV restrictions during rush hour on both out-bound and in-bound lanes.
- I think signage is generally gook. Further West I get confused by vanishing lanes.
- Variable HOV/HOT tolling would end congestion on I-66 today and raise money for VDOT.
- Extensive noticing to public cannot be overemphasized. Constant updates in news sources, on highway MSG boards, heightened presence of state troopers for HOV violators. This project has the potential to explode into a transportation disaster if not communicated to the public exceptionally well.
- Signing
- Improve traffic though put an alternate east west routes, as more traffic will be using them because your spot improvements won't solve the problem.
- Do the same work East bound.
- Don't do it.
- Don't expand 66 W! ORE!
- All improvements are for automobiles! What about, better bike trail and 3rd metro track.
- Woman (Marie) said no questions!
- Better sound proofing; sound barriers would help. The bike path ought to be designed by someone who actually bikes.

- Study environmental impacts and compare to other modes.
- Improve bike route signs.
- I66 signs at exit 69- Guide to 7 corners, Westover. Message boards need to be accurate to the minute. Ramp at Wash Blvd. I66 is very poor design. Improve monitoring of HOV. Improve use of I66 by through traffic to reduce congestion on local roads. Integrate plans with public transport increase. Use public transport on I66-small buses etc.
- Spot Improvements. They will soon turn into a third lane. Remember the 1977 agreement? What happened to that?
- Message boards, enforcement areas on I66. Signals on parallel roads-to do what? Correct the bike trail over Spout Run, lower the speed limit, make one lane for car pools-don't add any more lanes, and use message boards.
- How about before assuming the bottleneck can't be improved try signage at Fairfax on-ramp that tells people "highway widens 2 miles ahead" then drivers will not mentally be prepared for a slowdown but they'll expect traffic to speed up. Try it-this could be a cheap fix.
- The "spot pollution: proposals you suggest could be completely not necessary if you added express buses on I-66 and take into consideration the increased air pollution you are causing on the residents of Arlington. You could expand HOV hours, do tolls, etc. Which could alleviate traffic congestion on I-66. You could do more with metro (more metro access for Centreville, etc.) So these people don't have to drive.
- Existing signing, enforcement areas on I-66 and signals on parallel roads.
- "Improvements" should lead to environmental improvements and increased use of trails and mass transit. The safety and convenience of cycling should not be compromised during construction.
- Why doesn't VDOT consider the Coleman decision finding that I66 should be limited 2 lanes both ways relevant under 23 CFR 771.117(b) to the need for an environmental assessment of spot improvements?
- Keep the breakdown lane (shoulder lane).