

Question 3: What do you see as the benefits of the improvements being discussed?

- Seems like this is a foregone conclusion- we are to comment on benefits of design- are there any problems?
- This process is anti-democratic. Shame on you
- There are no benefits to this ridiculous project. VDOT has once again decided to ignore it's own research and analysis. Starting with expanding SOV capacity so we can have more congestion and more pollution is extraordinarily short-sighted
- Benefit will be savings of time- gasoline and therefore less pollution in our community. Also tired of the back-up on Fairfax Drive, which will end
- How many cars are estimated to be taken off Arlington E-W arterials by the proposed improvements? Why is entire length not 3 lanes?
- Thank you for your time to structure this. However, I came not to praise Caesar, but to bury him. I am here to oppose all widening of 66, not help design it. Widening the roads incents all the wrong behaviors- driving, haphazard development, living far from work, etc....all so that people will be asking for more lanes again in a few years
- Meeting is a farce. Not time for questions during main presentation. Questions at tables were all biased in one direction. VDOT employee/consultant at every table
- People of Fairfax will be happy but not Arlington residents
- There is no benefit in investing in any of the first 3 spot treatments if it is only a segmented approach to widening I-66
- Anything that increases traffic on I-66 has to increase traffic on local roads in Arlington. There is no "spot" to it
- This is a waste of my tax dollars. Spend my money on improving Metro, ridesharing, telecommuting, etc. Something that will have long-term benefit. I'll be voting on this issue
- The spot improvements just move traffic along to a worse bottleneck traffic mess. Then an entire widening would have to be built
- Possible benefits- somewhat reduce car vs. travel times for a temporary period. Costs-encouraging more car use at the expense of transit, wasting \$\$\$ on roads that could be spent on Metro, pedestrian, and bike improvements, more pollution, creation of new bottlenecks where 3rd lanes ends
- I see no benefits to the proposals
- Too much money for little/no value
- Do not widen I-66. Instead: Metro expansion, Carpool, HOV times
- Assumptions for studies/modeling (as in an Economic Analysis) can be skewed to show the outcome "desired"- i.e., to widen I-66
- Need to allow community to address detriments. Benefit peak times; but excess capacity at non-peak. Did not address choke points in District
- Meeting not well organized. Little information really available. I have open mind don't need coming
- The "improvements" are great for auto-centric people

- Opportunity to improve sound barriers and trail (while you're at it)
- No benefits to this. You need to look at alternatives- such as bus service rather than this design
- Not for Arlington. No benefits
- Bottlenecks move to other places
- There is no master plan. The Custis trail is threatened
- Benefits do not outweigh costs
- Widening of roads useless. Has been shown not to solve problems of congestion. No benefit of widening unless other methods are used to manage traffic
- Where are the negatives/ non-benefits discussed? How are current "user-I-66 users" measured who would use I-66 and make the congestion just as great with the 3rd lane as it is now with 2 lanes
- 150,000 people work in Tysons Corner, 17, 000 live there
- If large sound barriers were installed and if light were minimized and benefit= reduce impact on neighborhoods
- I-66 should not be widened
- HOV 3, Metro capacity, Tysons Corner/ Growth
- Do not widen I-66
- Reduce traffic on Washington Blvd. and Lee Highway
- Benefit cost ratio is better on #1 and #2- #3 from Spout Run is not cost-effective
- I am very concerned that the proposed expansion between Spout Run and Glebe Rd. will adversely affect the bike path
- There are no benefits. This plan will make the road more dangerous- due to variable speeds caused by multiple choke points. Also it causes pollution, more exhaust, more noise
- Provide access to all the new high-rise buildings in the R-B corridor
- Appears decisions are made. Based on 2015- projecting is not long enough. Roll of West bound Metro expansion. Roll of increased HOV # in future. Wrong Question: "benefit" is wrong word- seems no room for concern/cons
- Opposed to changes as they appear to be only another word for "widening". Poorly facilitated
- Not enough information to say anything intelligent
- Biased question: I see no significant, long-term benefits to this approach- only temporary "band-aid" fixes to current congestion and accident problems. I see a longer-term incentive to increase traffic volumes as a result of the short-term "fixes", which puts us right back at "square one"
- Awareness of what's at stake
- Current walls are inadequate, not tall enough. Especially if section of not shoulder
- Better sound attenuation. Traffic flow- less stop and go. Perfect neighborhoods/ keep traffic out. Evacuation capability enhanced. Expands carpool and transit (bus) capacity
- This feels like a foregone conclusion and you are punching the blocks by letting us meet for 12 minutes with an engineer- too little time too much to talk about

- No actual benefits have been described. This is a backdoor widening effort that violates the promise that I-66 would not be widened. Spot Improvement= widening. No widening! This will be a detriment to parkland, trail users and neighborhoods- not a benefit
- Please, please, please implement HOV-3 or HOT lanes before making it easier for more people to get in their cars alone or with one other passenger and accelerate global warming
- I was talking to a resident who was here in the 70's for the original arguments for and against. She said people were advocating the same alternatives to roads back then. Further evidence that investing in 66 now just sets us up to be in the same situation soon in the future
- More distance for people to merge. Larger weaving lane
- None
- Benefits- life, health, and longevity. Signage- traffic safety cultural longevity and security. Veterans' common USA proud to be a partner of USA, VDOT, Governor ARIF
- HOV-3 or HOT and free shuttle buses, running every 5 minutes or so around Tysons Corner (where presumably many of the drivers are headed) Similar to the Kennedy re shuttles that run between the Kennedy Center and Foggy Bottom. The shuttle
- Quicker depletion of the world-wide oil supply might convince us to get out of Iran
- This "participatory" process is a sham. The 1st community meeting was organized to look participatory. But your questions are biased and your results are intentionally misleading
- Need to know how much traffic is generated- are you counting that as a benefit?
- These are not improvements. This is detraction from our current situation. This will increase pollution and noise. Arlington has everything to lose and nothing to gain. We do not want your so-called "improvements." These are "spot pollution creations." We want the buffer for the Custis Trail to remain unchanged and intact
- Asphalt companies will make money. Developers will contribute to political campaigns of politicians, doctors and hospitals will treat more patients with respiratory problems
- The benefits are marginal- at best- investment should be in mass transit
- Only possible if do credible analysis of all alternatives (including "no build") that plus alternatives such as Metro, transit
- People will become frustrated that all the money was spent without building a continuous third lane
- None
- You should conduct express bus services from Tysons and Centreville with the money you are spending on the widening to run the buses and you would not need any widening
- These are not "improvements," they are widenings. I don't see any "benefits" I see money wasted that could be used to improve transit or make Arlington neighborhoods more walk-able or bike-friendly.

- Do not do. Wrong. Misleading to call it “spot” it is a 3rd lane and widening
- No benefits. It will just draw in more cars and reduce the incentive to use public transit
- Buses should be free to riders, subsidized totally by employers in the Tysons Corner area. In theory, an employer should be able to subsidize HOV-3 if they chose to do so. HOV-3 or HOT lanes first!
- I expect no benefits from the proposed improvements. However, it will make it easier to use I-66 for short on-off trips completely contrary to the original design intention
- Hastened global warming means less snow and ice on Custis Trail in winter
- Suggest looking at other improvements such as transit improvements. This would put less cars on the road. Benefits to employers who widen their commute time frame
- I think this is a start, but would rather see a continuous lane rather than “spot” improvements that would likely create new bottlenecks
- The benefits will hopefully be less congestion. Freer flow of traffic
- Should ask pros and cons
- Will add weaving traffic, moving choke points and diverting
- Veterans Common USA. Mr. Gandhi showed nice gestures of interest, knowledge and communications. Denise helped in teaching about point not fully comprehended. Cultural signage and speed control for longer longevity. Denise (VDOT) Gandhi
- Doubtful that the improvements will be anything more than a stop-gap palliative. How long will it do any good? 2 years? 4 years? After that, won't VDOT fall back on its original strategy of an 8-lane hwy to Roosevelt Bridge? I favor the no build option
- Waste of money- can't waste on other dumb projects. Worsen traffic congestion in Arlington and on all connected roads
- Not sure these changes are benefits. Three lanes of traffic at a stand still is 1 ½ times the emission output per length of hwy
- People will be able to get on the highway faster just to sit in the jam at the two lane choke points
- If we charged an enormous toll on the road we could fund Metro with it
- The proposed changes would seem to create additional bottlenecks and I don't think that is worth giving up natural space or bike trails. I would like to see other options such as more trains, buses, and longer HOV hours as an alternative to simply adding lanes
- None- more cars
- Creating opportunities for more driving to spend more hours stuck in traffic. Will reduce labor productivity and increase the growth in jobs
- More pollution. Wasted tax revenue. None
- Unless there is a continuous third lane, the spot improvements will just clog up at each point where the highway narrows to two lanes, thereby negating any benefit
- Creation of enforcement space would be highly useful. However, these enforcement spaces could be built without adding the full length of improvements proposed here. True enforcement would in fact decrease traffic volume on afternoon commuting by discouraging HOV violators

- I strongly oppose the widening of I-66. It will hurt the environment, and it violates the Department of Transportation decision that approved I-66. In addition, it won't work: studies consistently show that more roads attract more cars. This proposal is a disaster and I oppose the widening of I-66
- None. Wrong questions!!! Improvements should be in Metro funding, bike path widening, HOV enforcement, etc. There are no benefits of this project. We will see only increased noise, pollution, traffic. This is the wrong direction
- Will "induce" additional vehicular traffic onto I-66, thus in the long run decreasing the utility of the interstate
- No benefit of these improvements (waste of \$, worse air quality, less green space) Need to look at no build plus improvements of bike paths, Metro, etc.
- There are no benefits- it's a de facto widening of I-66, threatens the Custis bike trail and creates new bottlenecks. No to widening I-66
- No benefits to Arlington, waste of our money. Fix Washington St. bridge instead
- Improvements in Metro would be a more effective use of limited space. Transit requires less space to move people than automobiles
- Should not widen. Should spend money on Metro, maintaining bike path, advertising-encouraging use of bike path. No benefits of improvements
- Spot improvements in Arlington will essentially complete a third lane of I-66 for about 50% of I-66 in that county. It will make easier the eventual completion of the third lane in the years to come
- I'll get my carb intake by breathing
- There are no benefits- in every other case where urban interstates have been widened, within 5 years the roads are as congested as before the widening
- Modest improvements in traffic flow- but at a big cost, need alternatives
- None
- Bring pens instead of markers
- What are they and why do I have to accept that they even are improvements?
- We need this to take traffic off local entrances, we will save gasoline, time and have less pollution of our air. Quality of life will improve for Arlington residents, less car cutting thru our neighborhoods.
- The improvements have been agreed and really are not being discussed.
- I see NO benefits to the spot improvements.
- Zero, None in the long run.
- None for Arlington.
- Almost none, and at massive cost.
- Other than benefits to builders in Fairfax and Loudoun Counties, NONE.
- NONE
- Don't widen I-66
- NONE; Increased traffic.
- NONE; Instead employ greater use of HOV including Westbound on I-66 in the morning. Focus efforts on mass transit. Charge a large fee for use of I-66 by all drivers and use proceeds to fund mass transit.

- Traffic accessing I-66 in the am and pm peak periods is overwhelming the capacity that exists. These improvements will allow more traffic to access higher capacity I-66 quicker and should reduce congestion.
- I do not see a major benefit in current improvement. I think the amount of accidents will go up along with the noise level and smoke.
- None except will make Frank Wolf and Bob Chase happy.
- How could signage and metering help the current situation?
- I see few. Environmental impact is being ignored. Traffic management is being ignored. Enforcement is being ignored. Huge choke points are being created that should lead to some spectacular accidents. At the same time, funds for mass transit are being diverted, neighborhoods are being further degraded (noise and emissions), and the design flaws of the original highway are being exacerbated.
- Help ease congestion on I-66 Westbound that starts about 2:30 pm.
- Arlington County is at an all time low in trust. Add another lane or extend on ramp and lose more trust.
- It is not in any way an improvement.
- Employs people, normally none examines costs or benefits. Biased question is disturbing.
- Can't think of any.
- If the "improvement" is widening the road and destroying the bike trail. I see none.
- NONE
- None. Volume will only increase at a much faster rate.
- No benefit-I see new bottlenecks. People don't know how to merge properly. The existing short ramp prevents many from "cutting in" early and they alternate correctly with a long lane, that won't happen. We will have 3 more situations like the Toll Road Connector to I-66 east bound.
- I don't see any long-term benefit. What ever you do with widening 66 that is what you're proposing it will only improve traffic for a very limited time.
- There are no benefits. These are not improvements.
- Nothing. These are a prelude to full expansion by one lane in each direction seek any alternative other than one that involves more cars on our highways.
- These are no benefits to Arlington. This is only going to encourage development in the western counties. Spend the money on extending metro. That's the only futuristic solution.
- None. These "spot improvements" are the first of a series of presumed segmented actions designed to ultimately widen I-66 (i.e. increase the number of traffic lanes). Proceeding with the design and construction of these initial "spot treatments" carries only detrimental consequences on Arlington County and its' residents. This is a detrimental versus beneficial improvement.
- The only real benefit is political. Voters in outer Fairfax City will be partly placated. The spot improvements are palliatives. They may improve flow for a while, but soon more drivers will be attracted and the road will again be jammed. Then pressures will

mount for major “improvements” namely an 8-lane hwy to Roosevelt Bridge, VDOT’S original plan from the 1950s.

- NONE
- Widening I-66 does not bring benefits to the community.
- Increased pollution, and traffic worse everywhere.
- None. Decrease quality of life to lace Arlingtonians.
- Only # 2 otherwise it is sprawl.
- None, it is just letting more of the camel into the tent, until the goal of multi-lane highways everywhere is realized.
- None
- A waste of additional tax dollars. Do you really think we’re dumb?
- The benefits, if there are any, are only for those who live outside of Arlington. Our local officials have let us down.
- NONE
- These are short-lived benefits. More rails not lanes.
- These “spot” improvements waste scarce resources and these “spot” improvements will do nothing to improve regional transportation.
- No Thing!
- All those who live outside of Arlington will feel-momentarily-that these are good improvements-but it will soon be full again. The inter-modal study should have been done first. Arlington will not benefit.
- As long as there remains two-lane choke points, none!
- Save time and gas. Also save local traffic congestion.
- Benefits do not outweigh costs.
- NONE! It will increase traffic and pollution.
- NONE
- I see no “benefits” to these widenings. And don’t use loaded language to bias people.
- I did not witness any discussion. No questions were taken after the presentation. I am convinced that VDOT will do whatever they want to do, regardless of environmental, social, community and people impact. What good will these comment forms be?
- I believe residents of arl. as west of the beltway may enjoy a temporary reduction in congestion which will however be swamped over time by inevitable increase in traffic encouraged by the road. We must begin to think about more enlightened land use and housing policy.
- I believe that “improvements” means widening the road. I am concerned about more traffic producing more emissions and further degrading. I don’t expect any benefits in the flow of traffic. More cars will just make more congestion.
- No benefits for Arlington except taking traffic off arterials.
- None. A complete loss as far as Arlington is concerned. Zero benefit. Name one. This is for other people in single person cars to save a little time in their precious day. This is a waste of money and not worth pursuing further.
- I’ll be able to travel from Ballston to Dulles Airport without having to bail onto Washington Blvd.

- None-you have not considered anything other than widening/such as the suggestions above. This will only add more bottlenecks and pollution. Every study that has been done post-widening has shown increased traffic and congestion. Have you looked at the studies? Also, you threaten with increased pollution and decreased buffer space between bike path commuters, to decrease the use of the path and put all of those commuters on to I-66!!! You need to think of alternatives! Not just simple-minded pollution creating problems.
- I'm satisfied with the project in general, but would like to see my three safety issues addressed.
- Nothing, I heard leads to benefits. All I heard was endangering cyclists and pedestrians during construction, more vehicle traffic, less parkland and more pollution. Partial relief of an over-crowded road during rush hours.
- Faster route into and out of DC.
- I believe the improvements being discussed would be vital for the flow of traffic on I-66. Traffic near the capital beltway is horrible: anything implemented to alleviate it would be welcomed.