

**Question 4: Please provide any other comments about the spot improvements that you believe would assist us during the course of this study.**

- I support expediting I-66 spot improvements
- Dear Study Team Members: On behalf of the Board of Directors of the Northern Virginia Transportation Alliance, I strongly urge the Commonwealth to expedite construction of the proposed spot improvements to westbound I-66 inside the Capital Beltway. The Alliance also recommends widening the more heavily congested eastbound I-66 lanes. The noise created by the no-growth and NIMBY crowds is miniscule compared to the needs of the tens of thousands who will benefit from proposed spot improvements. Such chatter does not change the fact that VDOT studies show widening westbound I-66 will reduce congestion, improve travel speeds, improve merge safety and keep traffic out of adjacent neighborhoods. And it is obvious that similar improvements to I-66 eastbound would have similar positive effects. Furthermore, all of the improvements will be constructed within existing right-of-way and will take no houses or bike paths in the area. Delays in widening one the region's most congested interstates have gone on long enough. Please move forward with the proposed spot improvements
- I live in Falls Church and I strongly support the following proposed improvements to I-66- (1) the extension of the on-ramp from Fairfax Drive to Sycamore Street and (2) the extension of the acceleration lane from Washington Boulevard to the Dulles Airport Access Highway
- Please move forward with the improvements on I66 inside the beltway. Do not let the vocal minority stop the plan to ease the commute for thousands of people every day!!
- I support expediting I-66 spot improvements
- The Greater Washington Board of Trade supports additional capacity on I-66 inside the Beltway. This expansion has economic development, quality of life and Homeland Security implications. Please work post haste to make these important improvements. Thank you
- I support expediting I-66 spot improvements
- I support expediting I-66 spot improvements. This is a bottleneck that needs fixing
- As a business traveler and as someone who understands the importance of improving mobility, I support build improvements to I-66
- Comments-I support the spot improvements for I-66!!!
- I strongly support the I-66 spot improvements. These safety and operational treatments are sorely needed and are able to be constructed within the existing right of way. Please don't bow to pressure to "do nothing". In reality, larger improvements are needed in both directions of I-66 inside the beltway
- We are very long overdue for I66 improvements-I favor adding a lane in each direction. At the least, the improvements discussed at the inside the Beltway Spot Improvement Design Work Shop should be built without delay. Tens of thousand of us who are delayed and inconvenienced daily deserve relief.

- I support expediting I-66 spot improvements
- Anything to reduce the traffic on 66 would be fantastic! I support expediting I-66 spot improvements 100%
- It's about time something realistic was moving forward! My family fully supports the immediate completion (as fast as possible, of course) of these improvements - any of them except No Build. These improvements are a proper balance of working with what should have been constructed long ago while keeping the community in mind. While I sympathize with folks that have been there for 20+ years, I have no sympathy for the newer residents. You simply cannot enjoy living in such a prosperous region without an understanding of why it is so prosperous. Until the environmentalists and the NIMBY's change the habits of folks who want to use their cars, smart, accommodating improvements such as these are the way to go.
- I support expediting I-66 spot improvements
- I fully support widening I-66. There is too much gridlock and delay. This is long overdue. Thank you
- Any kind of improvements on I-66 are welcome, even those "small ones" like extending exit lanes, paving over shoulders, making "X" lanes open 24 hours. MORE LANES NOW! Stop pouring tens of millions down Metro rathole that only helps a few gov't workers
- I support expediting I-66 spot improvements
- I strongly support expediting I-66 spot improvements
- I support improving 66 and doing it now. Northern Virginia is suffering from congestion and a severe lack of transportation investment- please expedite this work on 66. Delay is our enemy. Thank you for the opportunity to comment
- I support improvements and widening to the I-66 corridor. In my opinion these are long overdue and a critical need for our local communities, our region and our state
- I support expediting I-66 spot improvements
- Team Eye-66 - As a native Arlingtonian since 1967, I strongly support the proposed improvements to I-66. These fixes are long overdue and sorely needed - FOR THE BENEFIT OF ARLINGTONIANS, as well as for virtually everyone else who must slog through America's third-worst congestion soup. My only complaint with this slate of improvements is that it is insufficient to fully address I-66's frequent and very unpredictable congestion. At minimum, mirror-image improvements for eastbound I-66 should be implemented, as well. But with regard to these changes, I urge their swift implementation for the following reasons: 1. Current Merge Areas are Dangerous and Inefficient -- Merging onto the oft-congested highway often turns into a game of chicken, a test of already-frayed patience. Extending the merge lanes will facilitate the safe entry and departure of ARLINGTON-based traffic, which will secondarily benefit all I-66 travelers. 2. Keep I-66 Traffic Off Arlington Streets -- By making I-66 function more efficiently and safely, drivers will not be tempted to cut through Arlington's surface roads, including Lee Highway and Washington Boulevard, to avoid the gridlock. 3. Increasingly Available Traffic Info Exacerbates Cut-throughs - Previously, cutting through Arlington was somewhat contained as

radio traffic reports didn't provide enough detail and by the time you saw the congestion, you have no choice but to enter it. But with real-time, personally-tailored traffic information, which is readily available now and will grow more so in the future, more and more commuters will divert onto Arlington streets to avoid I-66 gridlock. DC is something like the third most "wired" city in America. Knowledge is power - in this case, the power to jam up Arlington's surface streets. 4. Uncorking Bottlenecks is Very Effective and Low Cost - A stellar and highly relevant example IN ARLINGTON was the continuation of the ramp from Rosslyn/Key Bridge onto northbound GW Parkway all the way to the Spout Run exit. This was implemented about 10 years ago and had instant - and long-lasting - benefits. The commutes of thousands every day are shorter as a result of this improvement. Importantly, the benefit has not diminished over time. 5. Spot Improvements Provide a Huge Return on Investment - I urge VDOT to coordinate with the National Park Service (which runs the parkway) to quantify how the Key Bridge/Spout Run ramp extension has benefited the region. A formula such as the following could yield an approximate but meaningful and highly relevant number that would be very informative to those with concerned with the I-66 improvements: evening delays are xx minutes shorter for XX,000 commuters x 260 work days/year x 1x years x \$1x/hour). I venture that tens of millions of dollars in time alone (let alone wasted fuel and additional emissions) have been saved by this spot improvement, which probably cost less than \$1 million to build. Has such analysis been done with regard to the I-66 proposed improvements? In my humble opinion, publicly funded project should require this kind of cost-benefit analysis. 6. Homeland Security Should Not be Disregarded - Certainly, these improvements would not constitute a magic bullet for an evacuation in the event of a dirty-bomb or other terrorist threat. But these out-bound improvements certainly would enable more people to escape devastation. Saving even a few-score citizens surely is the right thing to do morally. The converse is equally true. Incidentally, I wanted to attend the W-L forum, but had a school function (different school) for one of my sons. Let me say that 90 minutes is an unusually short period of time to hold a public meeting of this significance. Thank you for your consideration of my input. I am interested to discuss these points with you, particularly the estimating the economic value of these improvements to I-66's time-, fuel- and soul-stealing lanes. I look forward to hearing from you.

- I support the spot improvements on I-66 to relieve congestion for not only those who live in Northern Virginia, but for those who would like to do more shopping there
- As an Arlington resident who travels west each morning to work, put me down as being in favor of these improvements. The outbound congestion through Arlington breaks up nicely when 66 gets to Falls Church and the road widens. It makes little sense to me to not fix this problem when doing so requires no more right-of-way and the cost, in the scheme of transportation costs generally, is relatively low. Lots of folks come out to complain about this type of change, and I'm willing to be that most don't have to make this commute. The vast majority of people who do have to travel this way will be very happy to see the changes made. Thanks

- I support expediting I-66 spot improvements. The improvements are many years overdue and effect the capacity of this interstate highway as far west as Haymarket
- I support expediting I-66 spot improvements
- I support the improvements
- I am very concerned of the effect these planned improvements will have on the WO&D bike trail. I use the trail daily to commute to my office in DC. The numbers of those biking to work have been on the rise in recent years and taking the trail away or destroying parts of it would be counterintuitive to the promotion of healthy lifestyles and energy conservation. I have not read or heard of any assurances from VDOT that the trail will be left alone and it's unclear from the information on this site what is planned. How will the trail be effected and where does the debate go from here?
- I fully support the I-66 inside the Beltway widening and spot improvements. The improvements should be expedited and considered an emergency given the impact of congestion on I-66 users lives
- We will need to improve I-66 for road widening
- Dear VDOT, Please don't cave in to the NIMBY obstructionists who oppose any and every effort to alleviate traffic congestion. I support I-66 road widening and spot improvements. Use eminent domain to seize land if you need to. Bring on the bulldozers!
- AAA Mid-Atlantic's Comments on The "I-66 Inside the Beltway Feasibility Study"  
The AAA Clubs of Virginia represent more than 1.2 million members throughout the Commonwealth of Virginia. Like our members, we have a strong interest in the policy issues that impact the traveling and motoring public in Virginia. AAA Mid-Atlantic applauds the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) for soliciting ideas and involving stakeholder groups in studying the feasibility of widening the westbound lanes of Interstate 66 (I-66) in three separate segments from the Rosslyn Tunnel to the Dulles Airport Access Highway. For opponents and proponents alike, the public's participation in and its input into the process are invaluable as "Idea-66" transitions from its feasibility study phase to its spot improvement design study phase. As part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Congress earmarked \$27.6 million to widen I-66 inside the beltway. As Virginia's Congressional delegation cheered - including U.S. Representatives Thomas Davis and Frank Wolf, both of whom represents Northern Virginia - the act was signed by President George W. Bush in August 2005. What is more, last January the National Capital Region Transportation Planning Board approved nearly \$10 million for VDOT to "study potential improvements on westbound I-66 inside the Beltway." Moreover, the study funding was included in amendments to the region's six-year Transportation Improvement Program (TIP). At both the national and regional levels, there is a growing consensus the "Idea-66" study will examine the best of all possible solutions - that is to say "all realistic options" - for improving mobility and traffic safety on the corridor running west from Washington, D.C. into Northern Virginia.

That was mandated when former Virginia Governor Mark Warner initially authorized the study. The Governor did so with the condition "that only the existing right-of-way could be studied" on the westbound 6½-mile stretch of I-66 inside the Beltway. Governor Warner also wisely called upon VDOT, stakeholders and local residents to examine and to weigh public-transportation options during the study period. The "I-66 Inside the Beltway Feasibility Study" weighs the benefits and the impact of widening westbound I-66. In form and in function, I-66 is the main east-west Interstate Highway in Northern Virginia. Unfortunately, this major corridor also has the dubious distinction of being one of the most congested highways in the region. We believe the spot improvements on the westbound lanes will reduce traffic congestion and increase traffic safety during peak commuter times. Even so, we support the improvements because they will ease congestion in the Washington metro region, which suffers from having the nation's third most crowded roads, according to the most recent annual studies by the Texas Transportation Institute (TTI). Even worse, area motorists suffer "from the second-worst traffic in the country at the peak of the morning and evening rush hours," the study also found. Compounding matters, in 2005 TTI reported "Washington area residents spend an average of 69 hours a year in traffic jams at a cost of \$577 per commuter." As area residents are well aware, and area traffic studies have repeatedly shown, the I-66 corridor is the site of a number of traffic bottlenecks during peak commute periods in the morning, afternoon and evening hours in the workday. Like other major roads in Northern Virginia, I-66 reached its carrying capacity long ago. Improvements on the corridors are sorely needed and long overdue. Accordingly, the auto club supports the spot improvement plan, which calls for extending the on-ramp from Fairfax Drive to Sycamore Street; providing an additional lane on the Washington Boulevard on-ramp and extending the acceleration lane from Washington Boulevard to the Dulles Airport Access Highway; and extending the on-ramp from Spout Run to Glebe Road. Safety and mobility along this roadway at both the corridor-level and the regional-level are of paramount importance to AAA Mid-Atlantic, its members, the motoring public, and area residents. We commend this plan because it will improve travel speed and regional traffic flow during peak hours. It also reduces delays and improves merger safety. In our view, this plan will also help to reduce congestion on residential streets, which tends to occur when I-66 is clogged during the morning, afternoon and evening commutes. Moreover, in December 2006 VDOT verified the adequacy of the I-66 right of way to accommodate the current spot improvements through a review of legal documents and on-the-ground surveys. As a result, AAA Mid-Atlantic is also pleased to learn that "Interstate 66 inside the Beltway" will now be treated as any other section of the Interstate in Virginia. Accordingly, it will be subject to all existing federal laws and requirements. Of primary importance to area residents, the road improvements will keep traffic out of adjacent neighborhoods. Because these spot improvements are constructed entirely in the existing right-of-way, they will not have an effect on any of the homes in the vicinity or impinge on any of the nearby bike paths. In fact, the plans specify upgrading and enhancing sound walls surrounding the

neighborhoods and improving bike trails in the immediate area. There is another benefit of importance to the entire Washington metro region in the wake of the realities of 9/11. It is axiomatic, rapid emergency response capabilities are critical to public health and public safety. Accordingly, these spot improvements will also have the added benefit of improving evacuation capability in the area. We are also pleased that the plans call for creating emergency pull-off areas for motorists with disabled vehicles. It is safe to say, improving road and traffic conditions along the westbound lanes of I-66 will have the added benefit of causing traffic to flow more easily and therefore, reducing idling. Environmentally, these improvements will reduce air pollution. Here is the upshot; the spot improvements on I-66 inside the Beltway will create a win-win situation in view of strong environmental concerns. In the long run, we believe the plan will ultimately improve the seemingly intractable problem of congestion that motorists encounter each day on westbound I-66. Finally, given the traffic and safety improvements engendered by the widening of westbound I-66, we have reason to believe the widening of I-66 eastbound will have the same positive benefits for the motoring public. Again, we commend the study team for creating a forum for public dialogue and for asking stakeholders for their solutions during the community-based planning process in this important project. In our view, spot improvements on westbound I-66 will, in the end, reduce gridlock and improve traffic safety inside the Beltway.

- This is just a quick e-mail to let you know that I am an Arlington resident against the widening of I-66 inside of the beltway. First, promises were made not to widen I-66. I believe these promises should be kept. Second, widening of roads like I-66 inside the beltway does not solve problems (e.g., increased noise) for those most affected by the negative impacts of increased traffic. The benefits go to developers and future residents who will continue to live further and further away from their places of work provided we keep widening the roads and not providing alternative solutions. This isn't good for the environment. Further, it doesn't solve anything. Increased "supply" of road will only be met by increased "demand." In terms of potential solutions, I suggest that smart and limited growth be pursued. First and foremost, we should look for solutions that enable people to live close to their places of work. In addition, we should strive for quality of life not quantity of life when pursuing growth opportunities. Lastly, please consider dedicating a lane on I-66 inside the beltway to residents inside the beltway similar to an HOV lane. While I'm sure there are many who would be against this proposal, it would do a lot to encourage smart growth where people don't travel long distances to and from work. It would also probably do the most to ensure that the benefits of any proposed future widening would be matched against the cost of those most negatively affected by it.
- Most of the pressure for widening the 66 is due to traffic from outside of the county where the widening is planned. I am sure that many, if not all, local residents would be willing to give up airport access (except maybe from the Washington Highway entrance) during HOV periods instead of widening. This would allow for increased enforcement, and hopefully a reduction in infringements. Widening will only

encourage additional traffic, counter to the basic idea of an HOV road. Local residents would probably also get behind HOV restrictions in both directions during both rush hours too. One other option is to develop a park-and-ride system, as has been successful in many other cities around the world. Drivers from beyond the beltway would park at a large multi-story parking lot, and transfer to a bus that would drop them off at the Metro, perhaps in Rosslyn. If the busses were to run every 5 minutes during rush hour, and regularly during the rest of operating hours, it would encourage usage. A bus carrying 30 people could pull as many as 25-30 cars off the road. This would also be a lot more environmentally friendly, cutting down on emissions instead of the increase that certainly will follow a widening of the 66.

- I support the addition of a 3rd lane and spot improvements to I-66 inside the Beltway
- I believe VDOT needs to expedite their spot improvements on I-66
- Please consider that less stop and go for the commuter helps reduce travel time to and from work which effects the environmental impact of car emissions
- I strongly support the spot improvements proposed by the VDOT study. I travel West on I-66 to Fairfax every workday, but I don't get on it until Falls Church because of the congestion at Glebe ramps. I think these spot improvements will improve the facility - just as adding/extending the acceleration lane at Spout Run onto GW Parkway did several years ago
- I support expediting spot improvements to I-66. Please do so ASAP!!
- I support expediting I-66 spot improvements
- Please move forward on spot improvements to I-66. Improvements that address capacity are long overdue. I-66 is now gridlocked most of the day and also on the weekend
- I support spot improvements throughout the I-66 corridor!
- I support I-66 improvements. Don't believe the NIMBY's. You have overwhelming majority support
- Spot improvements should be just the beginning. And what traffic goes out also came in - full improvements are needed in both directions
- First, a comment on your survey: It depends on who you surveyed, which you don't reveal. If you survey people living outside the beltway, of course more of them will support widening, there are more SOV drivers than carpoolers. Before you spend money for paving and attracting more people to drive, why not: a) Raise the HOV requirements to 3, and make it both directions. Establish some satellite parking areas and implement an aggressive, continuous promotional campaign. b) Add express buses from key activity centers to the now free-flowing lanes. c) Develop a plan to reverse the inbound lanes in the case of an emergency requiring an evacuation. I can't believe Frank Wolf actually would widen lanes for this purpose, which will never occur, but what does he know?
- I support Expediting Route 66 spot improvements. We have funds and the need is immediate. How will the citizens of the Commonwealth evacuate in the case of emergency?

- I am a North Arlington resident for 25 years and am very concerned that your recent brochure about the widening of I-66 made no mention of the bike path. Since then I have seen notices on the bike trail that this will impact the trail. I have been commuting by using up to 5 miles of the trail every day for 14 years along with a variety of many bikers and walkers. Please make sure that none of the trail is sacrificed. I understand why some people want to widen the interstate, but everyone involved should be aware that the road will always fill to maximum capacity and that the widening will only temporarily resolve this issue. This will also increase pollution and health problems in Virginia - an added cost that never seems to get included in these cost analysis. Additional parking space, preferably subsidized, and additional trains and buses is the only way to truly help the traffic problem long term. Please don't compromise the bike trail.
- As a current resident at Washington Blvd and N 26th St., at the I-66W entrance ramp, I must voice a very strong negative comment to putting a two lane entrance ramp at the existing W ramp. There are many reasons why this would be an inappropriate choice though I know that VDOT has not been at all sensitive to the concerns of the residents of this area. My main concern is safety. I know that at sometime in the future I will hear the fatal sound of a head on collision in front of my house. Though I have called both Arlington and VDOT in the past (I no longer brother) the signage on the ONE WAY portion of Washington Blvd is so poor, each day I see at least one (usually several) car(s) going the wrong way on the street. Because most drivers feel this stretch of the Blvd. is part of 66 - going at 50+ miles an hour on a 35MPR section of the road is normal. I suspect that it will take a death for both of the above parties to assume some responsibility for the lack of signage and control of this area. I will be sorry for the people that will have to suffer. Creating a 2 lane entrance onto I-66 will only increase the speed and the danger for the residences as well as those who are lost in the area. I know that the original road plans for this area were for the entrance ramp onto 66 to be at the intersection of Lee Hwy & Washington Blvd (I've seen the plans). Makes much more sense then where it is currently located. I know that the current location will not be changed - I accept that - but I VERY strongly object to increasing the traffic by adding another lane to the ramp. I am pleading that option 2B be adopted. I know that the cost will be more however in the long run I feel that the neighborhood will be saved as well as a likelihood that a life will as well be saved. We are a neighborhood here - long before I-66 was put through. I would like to save this neighborhood as well as supporting the easing of traffic congestion. Make Washington Blvd 1 lane after the current entrance ramp - create a parking lane to encourage traffic to slow down. Slow the traffic to 30 MPH from the normal 40-55 MPH that is the current standard. And allow access to the bike path from 25th and 26th Street by slowing the Washington Blvd traffic. I am asking to save this neighborhood - it really would not take that much.
- We appreciate the need to address traffic congestion on the I-66 corridor and sincerely hope that the multi-modal study will go ahead in parallel with the planned spot improvements to I66 itself. In reference to the spot improvements, we want to

ensure that quality of life in the immediate neighborhoods is adequately addressed. Specifically, please ensure that the sound barriers are improved to compensate for loss of distance between the highway and neighboring houses. Also, please ensure that the footbridges are maintained across I66 for walking access to other neighborhoods. Many thanks for your attention

- Your 'spot' improvement plan for 66 inside the beltway in Arlington is a bad idea in so many ways. Moving more autos is going to solve less than nothing and you seem to think you can mutilate our bike paths and worsen our air in the process without a fight. Think again.
- Thank you for this newsletter. Interested residents applaud any efforts to provide meaningful notice to us regarding "the possibilities" of I 66. Notwithstanding the many references to TMS, TPB, long range multi-modal environmental documents, Feasibility studies, VISSIM, VDOT, Preliminary design studies, HOV modifications, the PM peak period --however that is defined --, reviews of horizontal and vertical alignments -- however that is defined --, FHWA, CTB and the alluring sound of "context sensitive solutions": (1) Until there is any consistent enforcement of existing HOV restrictions on I 66, the concept of spending millions of dollars to "relieve congestion" is fiscally irresponsible. (2) Until there is adequate funding of the existing Metro rail system to maintain existing trains and increase the number, frequency and length of existing trains to carry more passengers, the concept of spending millions of dollars to "relieve congestion" is fiscally futile. (3) Even suggesting that adding one additional lane to I 66 in the westbound direction is going to create a meaningful escape route in the event of an incident requiring such evacuation is nothing short of laughable. If the existing 2 westbound lanes cannot, according to all of your many studies and reviews, handle every day traffic in what world is a 3rd lane going to solve that problem in any meaningful way? There are those of us who live within the projected construction zone who understand that we will bear the significant portion of disruption so that we may permit those who do not live here and are unwilling to use public transportation to commute, on a daily basis, through our neighborhood into Washington, DC. Enforce restrictions. Enforced restrictions means more carpooling and less cars. Enforced restrictions mean more must rely and use public transportation which means less cars. Less cars means less traffic. Travel on I 66 during rush hour in either direction and violate the HOV restrictions with reckless abandon. If you receive a ticket, I will pay it. My guess is that you will not see even one member of any legal enforcement division. We use public transportation. We are just that confident that if there is any enforcement at all, it is so incredibly rare that no one even bothers to pay attention to it. Surely enforcement would cost less than all of your continued studies and plans to widen I 66. Hopefully someone will quit studying everything to death and do something about it.
- This evening I attended a community meeting in Arlington. I attended because I am a cyclist who is concerned that the Marth Custis Trail will be damaged by this and follow-on I-66 widening projects. According to VDOT representatives at the meeting,

"the Custis Trail will be maintained." And what exactly does that mean? After a lot of questions from myself and others, we got the answer: if the trail is impacted, it will be replaced by "in kind" facilities. Like maybe a sign pointing to a nearby street. And a painted stripe on the street, labeled "bike path." That's like replacing my bike with a skateboard that has the word "bicycle" painted on it. At the meeting, we were asked to comment on a list of possible I-66 "improvements", none of which addressed anything other than automobiles. - What about adding another track to Metro, which runs in the I-66 median? This will be needed to serve planned Metro expansion. - What about improving the bike trail instead of damaging it? - Is there any long term plan at all, other than "add more automobiles, right now, because we can?" The VDOT representatives had no answer to any of these questions. Please remember that "transportation" includes cyclists, pedestrians, and metro-riders. Adding more automobiles to I-66 won't solve anything

- I am unable to make the 1/23/07 meeting, but I want to express my concern that this project will adversely impact the Custis Trail. This trail is so very important to this community, and it connects us to the other wonderful trail systems in the Washington Metro area. I specifically bought a home within blocks of the trail, so that I can run, hike and bike. If I choose to retire in this area, it will be because of the outstanding opportunities for outdoor recreation, such as our trail systems. Please, please take this into consideration. Thanks
- Time is wasting. I recommend you move quickly to solve existing transportation problems.  
Need funding? I recommend toll roads with E-Z Pass: Ten dollars inside the Beltway would make a good start
- I will be unable to attend but feel the improvements shown are a good first step. However, what is being done regarding the constant back up in the east bound direction of RT I-66 from the Westmorland street exit westbound to eliminate that constant congestion as the road goes from four to two lanes. I live in Arlington, near the roadway, and along with man other Arlington residents must use already overcrowded local roads to avoid that area. Thanks
- Hi Idea-66, I wanted to share my thoughts on the Spot Improvements locations 1, 2 and 3. They are ALL good improvements, but if you need to prioritize them, I would suggest the order of 2, 1 and 3. I think that all locations will benefit from these Spot Improvements, but location 2 has the most to gain. This is because of the affected roads leading to 66, namely Washington Blvd. The roads leading to the one-lane on ramp to 66 are backed up for miles in the morning rush hours. Just take an average week day and put a traffic observer at the corner of Lee Hwy and Washington Blvd, and you will see the melee unfold in front of your eyes. Thanks for all that you are doing to help!
- I believe that busways for I-66 (both eastbound \*and\* wesbound) are an excellent idea. Also would agree with the concept of HOT lanes on 66
- Having driven 66 during many different times of day, the westbound entrance from Glebe Rd seems to be the biggest bottleneck. Thus Alternative 1 would seem to give

the biggest result for the bucks and I support it. I don't see any reason to widen from Spout Run other than it being easy to do since the right-of-way is already in place. I've never seen the Spout Run merge cause a backup. I thus oppose Alternative 3. Alternative 2 appears to be a good idea but would only seem to make sense if a third lane is added from the Sycamore exit to the Washington Blvd on-ramp

- The widening of I-66 inside the Beltway is way overdue. This is a necessary link in our transportation network. Expansion of this roadway is essential
- I use the WO&D and Custis bike path for commuting to work in DC from Vienna, as do hundreds of others every day. Whatever the outcome of the 66 widening project, the project should not impact the ability of commuters to use bikes, both during the project and afterwards. VDOT must have solutions for maintaining the bike path during any construction project and as part of a finished project. The bike path should be improved, not compromised. IT is part of the solution
- Thank you for inviting the Northern Virginia Regional Park Authority to the I-66 community workshop. We will not be able to attend on Tuesday, but offer the following comments related to the Washington and Old Dominion Railroad Regional Park (W&OD Trail). As you know, the Park Authority owns and operates the W&OD Trail. This 45-mile long park runs from Shirlington in Arlington County to Purcellville in Loudoun County and is improved with multi-use trails within the former W&OD Railroad right of way. The W&OD Trail provides an important recreational amenity for the region and a non-motorized transportation corridor that roughly parallels the southern (eastbound) lanes of I-66 within the western portion of the project limits. Along its 45 miles, the park features paved and unpaved multi-use trails, parking areas for trail users, history exhibits, and wayside facilities; it hosts an estimated two million visitors a year. The W&OD was designated a National Recreation Trail in 1987 by the U.S. Department of Interior. The park is eligible for listing on the National Register of Historic Places. It appears from the feasibility study that right of way impacts will be limited to the westbound (northern) lanes of the roadway. Nevertheless, the Park Authority will require that the W&OD Trail remain open and continuous at all times, including during roadway construction, which may require trail detours or construction phasing. The Park Authority also recommends that planners address maintaining trail connectivity during construction from communities adjacent to the Martha Custis Trail and the W&OD Trail. Thank you for the opportunity to comment. We look forward to reviewing more detailed plans as they develop
- Will try to be there. Please consider better sound barriers all along I-66 inside the beltway. The current volume far exceeds the ability of the decrepit and way too short, old style metal barriers that are currently in place to ameliorate much if any of the traffic noise
- I submitted a comment just a couple of days ago because I live right next to Rt. 66 between Spout Run and Glebe Rd. and will be directly impacted by the proposed spot improvement. I'm writing because I read some of the other proposed solutions on this site and want to ask whether or not your office or policy makers have considered

dropping the HOV requirement altogether? I saw that there is a proposal to increase it to HOV 3 but I think this will cause more problems. During the HOV 2 time, there is almost no traffic on 66 between Spout Run and Glebe. But, just before and just after, the road is jammed. In my opinion dropping the HOV would allow more commuters to travel on 66 without widening the road and should at least be tried before making a substantial investment in construction. I'm also concerned that the road widening will do nothing more than ease congestion in the very short term. Soon, commuters who have taken alternate routes, or the bus or metro will switch to driving and 66 will be just as jammed as it is now. A long term solution is needed including better bus routes and more metro stops and trains. I'm also concerned that taking out all or part of the Custis trail along 66 will negatively impact the ability of cyclists to use that alternate mode of transportation to get to work. I urge you to consider alternatives to widening 66 and to focus on the long-term

- It is my opinion that what should be done to I-66 from the Arlington County Line to the Roosevelt bridge is to either build an overpass or a tunnel, both of which would be "Express". If you got on, you can't get off until you are at the bridge or in Fairfax County. This concept works just fine in Austin, Texas on I-35
- 1. I see that you say the Coleman Decision is no longer in effect. Have the courts ruled on this? 2. Roads are only part of the solution. Arlington should Vote against this unless metro to Centerville and Dulles is approved. 3. Metro's decision to make much needed parking into Condo's at the Vienna Metro is not helping 4. When will the work be done. Currently road repaving is done in the middle of the night keeping residents wide awake. The sound of a truck backing up and the beeping (mandated by law) is similar to your alarm clock going off all night. 5. Are they going to make the walls higher. The walls between traffic and houses are inadequate. The walls on 270 in MD are much more substantial
- As part of this effort to improve traffic congestion on I-66 while still maintaining a focus on pollution control and environmental impact, is it possible to add a sound barrier wall to the only segment which seems to been left out of the original construction plan? Specifically, I'm referring to the segment up to and before the Lee Highway/Spout Run exit--from the Arlington Science Focus School on N. Lincoln to Lee Highway. Because I-66 is elevated above Kirkwood Road in that segment, there is constant, unbuffered noise pollution such that the residents of the Lyon Village community closest to the highway cannot be outside without hearing it
- One thing that would improve traffic flow on 66 is to remove the police during rush hour. My usual 66 commute is about 35 minutes. The other day it took more than an hour. Traffic was barely moving. As I approached the end of the congestion, I was expecting to see a huge accident or fire. Instead, it was a police officer who had pulled over a single car. Thousands were inconvenienced because of a single speeder. Of course, as soon as we got past the police car everyone started speeding again. If the police want to stop speeders then they should put out speed cameras. All they're doing by pulling people over is creating a nuisance and contributing to angry drivers and road rage. 66 works better without the police

- I have used this section of the I-66 corridor at least 6 days a week for the past 16 years. I've always worked in DC and have lived in Ballston (N Utah), Falls Church (Hyson Lane) and now Dunn Loring. I don't know if I can make the workshop on the 23 January - I'll try to limit these comments to the proposed spot alterations. The proposed spot alterations will be a total waste of \$9.6 million. Please don't do them. Spend the money on bus, transit, and trail improvements and on social marketing programs to encourage alternatives to driving. The widening of the Fairfax Drive on-ramp, the Sycamore off ramp and the Washington Blvd on-ramp will simply store more stuck traffic on the ramps that can't get on or off the highway - it'll have no impact on the operation of I-66, which is surely the point. The proposed new on-ramp at Washington Boulevard creates one more merging and weaving area on I-66 itself - not very smart, as merging and weaving cause delay, right? It would likely encourage more traffic to use the two lane Washington Boulevard rather than the four lane Lee Highway - also not very smart. As someone who also uses Lee and Washington, I wonder what capacity you are proposing to remove from these streets if the ramp alterations make a big difference - I'd like to see more space (and crossing time) given over to pedestrian, transit and bike operation in this area. In relation to the Fairfax Drive on-ramp alterations, I am interested in knowing specifically what impact "moving the existing retaining wall along the outside shoulder away from the roadway several feet" would have on the Custis Trail which is immediately adjacent to that retaining wall at that point. Those "several feet" are the way I get to work every day. On a more general note, your coverage of the impact of these and other possible alterations on the Custis and W&OD Trails gives me absolutely no confidence at all that I will see any "improvement" in the corridor. The Custis Trail is not mentioned or identified on any project maps; only the W&OD trail, which is outside the I-66 right of way. There are no data provided on trail use. The only passing reference I could find to the facility was in relation to parks and maybe some disruption during construction - which tells me nothing and is woefully lacking in any detail. There are no proposed alterations to the trail; no improved access or more visible promotion of the trail. There are no intersection or sightline improvements proposed. The proposed spot "improvements" look to me to be things you can do, not the things you need to do. Don't waste your time or our money on them
- Extend metro from Vienna west to Dulles. Defer any metro extension through Tysons Corner to Dulles on basis that 66 extension is of far greater benefit to citizens and at reasonable cost since system could be built directly on the surface between the highway lanes
- Please post ALL presentation materials for the Jan 23rd community workshop on the website NOW! Please post the original Environmental Impact Study for I-66 on the website also. This should be done to facilitate downloading with a dialup Internet connection. Thank you!
- I live right along rt. 66, between Spout Run and Glebe Road and I will be directly affected by the proposed (Finalized?) spot improvement. I am trying to find out

whether or not there is any proposal to put a sound barrier along that stretch of the bike path?

- Sorry we cannot attend the meeting on January 23<sup>rd</sup>, but we wish to get our words in! We fought against 66 in the early 60's and we lost our lovely home to 66 anyway. We won't be having 66 not built, but it was built anyway! So- we have gone along with it! But now, maybe the spot improvements will work, but we picture more lanes eventually! Remember that Arlington is quite historical and we don't need cement roadways covering it, just so the folks who moved farther out can get to the bridges over the Potomac to just sit there, backed up! Can't a roadway be built North or South of Arlington, to accommodate these folks? Put it through their own counties, not historic Arlington! Remember to preserve Arlington. No more roadways. Please. I remember when we were between Wash. Blvd. and Wilson Blvd. that the dirt on our sundeck and windows was tan! Now that we're between 66 and Wilson Blvd it's BLACK and we are breathing that! Thanks so much for what you can do to save beautiful Arlington.
- Look at making one of lane a bus lane all the time like they did in Ireland and around Europe. Functionality of spot improvement will create more bottlenecks: degrade safety, negative environmental impact, breaking the Coleman agreement, wetland destroyed, air pollution, noise, flow IDEA-66 feasibility study.
- Include a timeline for the construction. This project should be placed as a high priority project in Northern Virginia and all possible steps should be taken to implement this project as soon as possible.
- A much better idea than item 2b—expansion of Wash. Blvd to two lanes would be to move ramp back to Lee hwy at Wash. Blvd
- My address is 6636 Hallwood Ave. Falls Church, VA 22046. Our access to Hallwood Ave. is within 66 right of way. Movement of the existing sound wall in this area will make our property un-usable. Design in this area must be done without relocating the existing sound wall.
- Don't widen I-66.
- Spot improvements will cause more congestion.
- Please consider other alternatives prior and proceed with a 4.1 mile incongruous widening of I-66. The money allocated for this project would be far more effectively utilized by improving Metro Orange line and/or setting up HOT or other toll lanes on I-66.
- It is not about spot improvements but a re-visionizing-breaking faith with Arlington. Accidents cause most traffic eliminating shoulders will exacerbate traffic and lead VDOT to again propose more unnecessary roads.
- I do not think the spot improvements will provide any benefit. Better mass transit is the only thing that will help.
- I am opposed to these spot improvements as there is no presentation at this meeting of a longer-term effort to get polluting cars off of the road. It seems that environmental impact studies are an after thought.

- Please do this work. In spite of the Arlington resistance this is a tremendous benefit to us. This is a time where the experts know more than the citizens, please get this done!
- Please put the traffic simulations on the county web. Also the aerial views of the 3 spot improvements and the spaces between them.
- I live in Arlington. My quality of life is as important as the quality of life of someone who lives west of Arlington. I made the choice to live in a small home here and I don't accept the premise that my quality of life should suffer because people who choose to live in big houses west of Arlington are unhappy.
- I'd rather see the money spent on enlarging metro lots, ride sharing, bus service. I don't want my tax dollars spent on this. Does anyone doubt that 66 will still be bumper to bumper even if the "spot improvements are done."
- This public forum is a joke. Biased questions are intended to stifle debate. Moderators wouldn't answer questions or allow discussion.
- The U.S. government swore that this road would never be widened when they put 66 in. They lied.
- Call a spade a spade: This is widening, not "spot improvements."
- I believe that if this misguided project is completed the result will be one lane-6 miles of roadway-that will cost close to \$100,000,000.00-the cost of a brand new high school. That is a terrible waste of money for a project most people do not want.
- I use I-66 frequently to go to DC. I support the spot improvements. Impacts are minimal. Improvement in traffic flow-substantial.
- I would like to see this project examined for what it is—a major highway widening project. It needs to undergo strict environmental review. It needs to address the noise that will be created and the air that will be polluted by increasing the uncontrolled traffic westbound on the highway. It needs a proper engineering review that does not ignore hazardous abutments and choke points. As presented at the meeting, the "spot improvement" plan for 66 is a pig in a poke.
- Has anybody studied European cities and what they have done? Has anyone talked to Seattle? To Boston? Other US cities that are dealing with tunneling highways into very small downtown areas?
- Drop the study. Use the money for a comprehensive plan for the corridor and to improve Metrorail operations at Rosalyn (tracks from orange line to Pentagon).
- Since the promise of I-66 is now being broken; what other promises will be broken in the future for us?
- How about a comprehensive and honest review?
- This is a joke. You are trying to widen I-66 when every sensible person knows the problem of traffic cannot be solved thoroughly.
- Arlington paid a big price when 66 was put in through existing neighborhoods. Our compensation was the bike path. Now, it is hard to imagine now 66 can be widened w/o impacts on the bike path. What about Arlington's recent commitment to the environment-trees, etc. This will probably result in the loss of far more nature trees than that initiative proposed to plant.

- The improvements appear to help only those who want to enter the highway and exit immediately. #2 especially benefits only Wash. Blvd-Dulles Connector traffic only.
- This is a sham! This is not a dialogue.
- This workshop is not a dialogue. It presupposes the rightness of these so-called “spot” improvements. These changes will only “improve” the situation for a few years and will help real improvements being made-transit.
- Traffic is bad in both directions.
- Rethink—mass transit is essential. As Bush said we’re addicted to oil- we’re addicted to highways. This must stop somewhere. Can we break the cycle ever? This is a terrible exercise- a farce of democracy in action. The steamroller moves ahead, irrespective of what is said tonight.
- Why is it being done? I drive on I-66 approx. 2 times a week and never have had problems.
- Find more metro improvements, not more widening.
- Phrase questions about the study in a NEUTRAL way. I have comments but DON’T have anything to say about benefits.
- I use the Custis trail often-I don’t want to see it destroyed.
- You need to do an EIS (Environmental Impact Statement). You need to honor the commitments of the original 2-lane promise!
- Please revisit your (VDOT) initial studies and try and work more w/ ACST view of protecting this community.
- Do your environmental impact study. Think about living and working patterns shifting. Defense facilities are closing down close-in, and jobs are moving to the Dulles Corridor. Will the 66-usage pattern exist in the future?
- This was SUPPOSED to be a PARKWAY! Lower the speed to 40 and enforce it.
- The state should not sacrifice environmentally responsible transportation to encourage use of unsafe, polluting vehicles.
- Use the money to design a second orange line tunnel.
- Cause as little damage as possible.
- VDOT should deter further expenditure of funding related to these spot improvements until a decision on the longer I-66 widening proposal-of which this is a segmented piece-is made at the USDOT/FHWA level.
- Stop them.
- Improve alternate transportation modes. Metro, train, bus, walk, bicycle.
- Anything that puts more cars on I-66 puts more cars in the close-in neighborhoods of Arlington. It is that simple. Don’t make Fairfax County’s problem Arlington’s to solve.
- This is not what democracy looks like!
- These are not improvements. Why isn’t VDOT looking at non-automobile transportation?
- I strongly oppose the widening of Interstate 66. I oppose widening I-66 even though my job frequently requires me to travel by car on I-66. I oppose widening I-66 for three main reasons: FIRST, widening I-66 will significantly and adversely affects our

environment. We will lose trees, wetlands, and natural parkland. Pollution-air, water, and noise pollution-will increase. The Custis Trail, where my wife and I run and bike, will be adversely affected. SECOND, we oppose widening I-66 because that will NOT decrease congestion. Studies consistently show that when roads in US urban areas are widened, the new roads attract additional cars. The result is wider roads, more cars, but the same amount of congestion. Mass transit is the only long-term solution. THIRD, we oppose widening I-66 because it violates the deal that was made when I-66 was first authorized. Then transportation secretary Coleman specifically limited I-66 to Four lanes. From our perspective, widening I-66 significantly harms our environment. Widening I-66 breaks a promise that the State of Virginia made to the Department of Transportation. And widening I-66 won't solve the congestion problem. We urge you not to approve a widening of I-66.

- The only reason I came to this meeting it to voice my concern that the bike trail adjacent to I-66 between Veitch Street and the W & OD trail be preserved as is. My husband and I use the bike path more than we use any other facility-public or private (except of course- where we work and reside). It has a number of beautiful wetland areas, and in spite of being adjacent to I-66, is an oasis in an otherwise bland urban landscape that is continually assaulted by more and more and more and more corporate development. I am hopeful that you will do the right thing and continue to preserve this important natural resource in our community.
- I think that I-66 should be expanded near the Falls Church and Arlington exits. More lanes would help the flow of traffic.
- I accept that the improvements are necessary even though they will affect my family and neighbors adversely. However VDOT owes it to the citizens in the area to do everything possible to mitigate the impact on us. We are after all absorbing a loss for the benefit of the larger community. Specifically, spot improvement #2 will dramatically increase the speed and volume of traffic on Washington Blvd. This is a dense residential area with families and children. Joggers, bicyclists, mothers with baby carriages try to cross Washington Boulevard literally running for their lives. The improvement will make this much worse. The danger to people can be reduced dramatically by better separating the expanded on ramp from the neighborhood. The safest alternative by far will be to move Washington Boulevard on-ramp east of the Fairfax St. Bridge. People will be able to cross the Fairfax St. Bridge safely, and much less of the neighborhood and people-will be exposed to highway speed, high volume traffic. Simply expanding the existing on ramp is an unprofessional design from a traffic safety-engineering point of view. Again, I accept the necessity of the improvements. But VDOT has a responsibility to do more to protect our neighborhoods as the design proceeds.