

Interstate 66 Corridor Improvements – REQUEST FOR INFORMATION

CITIZEN COMMENTS AND SUGGESTIONS

<u>Date Received</u>	<u>Last Name</u>	<u>First Name</u>
6/27/2013	Klein	Nycole
6/28/2013	Colletti	Lisa
6/28/2013	Jones	Richard
7/2/2013	Frangipane	Philip
7/2/2013	Quinn	Bob
7/2/2013	Terry	Bill
7/6/2013	Jordan	David
7/9/2013	Scheufler	Mark
7/23/2013	Hazari	Mukur

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From: Nycole Klein

Sent: Thursday, June 27, 2013

Subject: Idea for Rt 66 improvements

Hello,

I was reading an article in the Washington Post that said VA was looking for ideas to improve congestion on Rt 66. So here's mine.

I have thought for years that the road should be 2 decks. Westbound from DC an upper deck that is an express (no exits) to Dulles Toll Rd/495, than express to Rt. Ffx County Parkway/Rt. 28, and a few other places past Centreville (I'm not incredibly familiar with the traffic patterns of this area.) This would greatly ease congestion for those riding "for the long haul."

Eastbound basically the same thing, from Gainesville, an off ramp at Rt. 28 (which would also serve those exiting at Ffx County Parkway, & one at Vienna Metro/495.

Yes, I realize there are issues with emergency vehicles getting on/off the upper deck, but that can be dealt with.

Good Luck.

Peace, Love & Baseball,
Nycole Klein

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From: Colletti, Lisa

Sent: Friday, June 28, 2013

Subject: OTP3 Request for Information Response -Interstate 66"

This is a response from an individual who is a commuter that works in Washington, DC.

I am adamantly opposed to any TOLL improvement, because I have a job in which I work for lawyers and I am not paid a high amount of money and cannot withstand another insult to my budget.

I currently use commuter buses and welcome a busway alternative as well as a light rail alternative. One can justify the expense of buses and light rail because one is not using one's car (wear and tear and gas).

You might get a large amount of information on building Light rail from the MARYLAND MASS TRANSIT ADMINISTRATION and the FEDERAL TRANSIT ADMINISTRATION.

In fact, the FTA has funding opportunities available for light rail in our area for traffic congestion alleviation.

When working for the Maryland Mass Transit Administration in our public scoping meeting for the Glen Burnie Light Rail extension, we received a great deal of positive comments for our alternative to use an abandoned railway for such use.

The only negatives that we received were mostly fears of increase in crime. We were able to incorporate bikeways in our light rail alternative and this added more value to our project.

I suggest you consider light rail as a low cost alternative that will have significant traffic congestion alleviation potential especially for the large # of commuters who work in Washington, DC that use Route 66.

Again, I do not think we should be giving away our power to plan our transportation to private companies, that require tolls to pay for their improvement to our roadways.

My real estate taxes have gone way up in the last year, and I find it a slap in the face to pay higher taxes AND be required to pay for tolls for something that we have always been able to access for "free".

PLEASE CONSIDER THE LOWER INCOME PEOPLE THAT ARE REQUIRED TO KEEP BUSINESSES GOING!!! THIS IS THE VOICE OF THE PEOPLE.

Lisa Colletti

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From: Jones, Richard L. (VDOT)

Sent: Friday, June 28, 2013

Subject: COMMONWEALTH SEEKS PRIVATE SECTOR INNOVATIONS TO EASE CONGESTION ON I-66 IN NORTHERN VIRGINIA

Yes, widening route 66 and adding express lanes would help.

I do commute occasionally on route 66. I will say this, That it is a mess during rush hour. If you take notice, that when heading west on 66 from 495, there is a choke point at the Fairfax exit. This is caused by everybody waiting until the last minute to switch lanes from the HOV side all the way to the far right lane to exit at the Fairfax exit. If there was a Fairfax exit on the HOV side, this would eliminate some of the congestion at that choke point.

Thank you,
Richard L. Jones Jr.
Culpeper District Shop Equipment Technician

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CITIZEN COMMENTS AND SUGGESTIONS

From: Philip Frangipane

Sent: Tuesday, July 02, 2013

Subject: Easiest Improvement to 66

I heard on the radio that you guys are looking for ideas on how to improve traffic on 66. I believe you can easily improve a good 1/3 of it for minimal initial cash and minimal upkeep by turning 29 between Gainesville and Centerville into 4 lanes all the way across with an overpass instead of a traffic light at the 234 Sudley Road intersection. This would give drivers two options for that entire leg of the trip. Won't solve your problem from Centerville to 495, but its probably the easiest option on the table with the most payoff per dollar.

It would be a LOT more money, but if you turn 29 into a overpass-only road from Centerville to 495, drivers would start taking that instead of 66.

Phil



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From: Bill Terry

Sent: Tuesday, July 02, 2013

Subject: I-66 suggestion

2 July 2013

Evening,

Please pass along that one way I-66 could be immediately improved is to re-examine the use of red "X" lanes. It's gotten to the point on weekends where congestion on I-66 is just as bad as weekdays. Not only are the red "X" lanes closed, but drivers are also mandated to merge an extra lane before the red "X" appears, otherwise state or county police will catch you and collect their tolls. With this additional merge comes increased risk; I cannot tell you how many accidents (or near accidents) I have witnessed all because of the red "X". I've yet to get a reasonable explanation for the red "X"; that is to say, it's only OK to use the lane during specified periods of the day but not OK for the majority of the time. Huh?

Please pass along my comments to the genius who created this mess. Must have graduated Cum Laude from the Idiot's School of Traffic Management; perhaps someone who lives outside of the DC area?

Sarcasm aside, thanks for reading - and please understand that the red "X" is a part of the current problem. Don't believe me? Take a look at Trafficland, or come on up to visit.

Best wishes,

Bill Terry

Fairfax, VA

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From: Bob Quinn

Sent: Tuesday, July 02, 2013

Subject:

COMMENTS:

I know what I suggest will not be new or revolutionary but what the heck. We also know whatever the solution may be, it's not going to come inexpensively, either. That said, even if one could snap their fingers and magically make it happen, it wouldn't solve the systemic problems, for at least an additional 3 lanes of highway in EACH direction are needed now (never mind 5-10 years hence) and an extension of Metrorail to Haymarket, as well as VRE. The lack of foresight and eating up the center median for highway additional lanes in the recent past killed putting Metro there without an overhead skyway of some sort, at least until you reach near Gainesville region and Route 29. That said both Metrorail and VRE, while extending to the Haymarket region should be some distance apart. The VRE option is easiest to place a location as the rails are already there. However to add passenger services, something the railroad couldn't wait to remove back in 1947-1948 wouldn't be easy or cheap. Today this is their busy freight corridor, but way back when .. long before any of us might remember, this was a busy passenger corridor and even as early as 1909 an experimental commuter service was tried but that's all it ever was and it was removed very quickly, but the ideas go back at least that far. Back to metrorail, extending Metro, first to Route 28 and then beyond are no-brainers, but here's an idea which probably hasn't been floated about -- connect this line with the Dulles corridor line along Route 28 and extend beyond Route 267, maybe to Sterling center on that end and at least a few miles (maybe even more) towards Manassas Park. That hasn't been floated about before that I can recall. This line can be the beginning of a connector line heading all the over towards Dale City and (ahem !), an even more ambitious expansion of Metrorail past Springfield. Ideas such as this are easy to float and place onto paper. Funding is always the key. Over 40 years ago, a relative and I said during the infancy stages of Metrorail construction - they ought to build to Dulles. We never thought it would happen in our lifetimes, and yes, it's not quite there yet, but it is within view. It's only taken 40+ years but what the heck. So with land and money, no object, all this can happen with just a snap of the fingers. Acquiring the land and finding the will and the money will be the real tricks here and I wish you godspeed in doing so. It can't happen fast enough (and unfortunately, it won't either).

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From: David Jordan

Sent: Saturday, July 06, 2013

Subject:

COMMENTS:

Extending metro down I66 to Fairfax/Centreville is a must! Fairfax is the heart of the County, the central hub with the Government Center and Fairfax Corner, Fair Lakes, Fair Oaks Mall, etc... It's unbelievable to many that there is no public train/metro that is accessible to the County's own government center -- one of the wealthiest counties in the nation I might add. The land is already here (apparently dedicated by the Peterson Companies at the West side of Fairfax Corner) and I66 seems wide enough for an extension from Vienna Metro. It's shameful that the Silver Line bumped the Orange Line from getting extended. The Orange Line should have been extended 10 years ago and would have been far less expensive. Had this occurred, 66 wouldn't be as congested as it is today. It's constantly gridlocked. I hope to see at least an Express Lane in the near future. That will help relieve some of the congestion but metro extended is even more important.

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CITIZEN COMMENTS AND SUGGESTIONS

From: Mark Scheufler

Sent: Tuesday, July 09, 2013

Subject: 2013 VIRGINIA PPTA PROJECT PIPELINE - I-66 Corridor Improvements PPTA comments

Please consider the attached transportation solution as one of the projects to be included with the I-66 Corridor Improvements PPTA.

<http://g.co/maps/reaas>

http://novarapidtransit.org/VA28Bypass-FlatBranchTollRoad_June2013.pdf

This project will increase regional bus rapid transit (BRT) usage by providing cost effective **time-savings** transit route between Western Prince William County and points east (Tysons/Arlington/DC) along I-66 compared to a personal vehicle.

Due a very limited number of residents living within ½ mile of I-66 between Haymarket (US15) and Centreville (US29) bus ridership will limited because of the lack of time savings compared to a personal vehicle.

The project could also connect directly to the I-66 managed/express lanes thus increasing the potential for private investment in infrastructure improvements along I-66 between I-495 and Route 29-Centreville.

This project could be implemented as part of the I-66 Corridor Improvements PPTA or as a separate PPTA.

In addition, please consider delaying the implementation of the \$55 Million “Vienna Ramps Project” until the I-66 Corridor Improvements PPTA process is completed.

http://www.virginiadot.org/projects/northernvirginia/vienna_metro_access_ramps.asp

This project will block a potential Metrorail extension to Fair Oaks/Fairfax Corner (which provides better disbursement of traffic to the western suburbs compared to Vienna/Fairfax Metro Station) – (<http://goo.gl/maps/5KxrJ>)

Please contact me for you have any additional questions.

Thank you for your consideration,

Mark Scheufler

Manassas area resident

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CITIZEN COMMENTS AND SUGGESTIONS

From: Mukur Hazari

Sent: Monday, July 23, 2013

Subject: Feedback on I66 Improvements

Hello,

My name is Mukur Hazari and I am resident of Fairfax county living off of Rt. 66. I wanted to participate in any public forums on the topic of I66 improvements. Morteza Farajian asked that I send an email to this email address with any ideas/comments.

My idea was to extend the metro system out to the intersection of Route 66 and Route 29 in Centreville with stops in Oakton. at the Fair Oaks mall and Stringfellow Rd. This would allow the construction to leverage the existing median on I-66.

- Fair Oaks mall can be leveraged for parking (with some new construction) and a station can be built in same space.
- The existing park and ride on Stringfellow Rd. can be expanded and leveraged as a metro station.
- The intersection of Route 29 and I66 has space available for parking and a station.

A rapid transit bus system should be established between Exit 52 (last stop on the above proposed metro system) and Gainesville, Exit 43 by a dedicated lane on I66.

I believe this will assist with the elimination of much of the traffic observed on I66 from Gainesville.

Thank you,
Mukur Hazari