

Appendix H: Comments Received on the Draft EIS

Appendix H includes the following:

- Public Hearing Transcript
- Comment Cards
- Public Comments
- Federal Agency Comments
- State and Local Agency Comments
- Organization Comments



Appendix H1: Public Hearing Transcript

	T done Hearing	
		Page 1
1	Public Hearing	
2	Draft Environmental Impact Statement	(EIS)
3	Draft Section 4(f) Evaluation	
4	and	
5	Draft Section 106 Programmatic Agree	ement
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8		
9	Moderated by Anna Chamberlin	
10	Tuesday, October 22, 2019	
11	4:35 p.m.	
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14	Department of Consumer and Regulatory	Affairs
15	1100 4th St., SW, Room E200	
16	Washington, DC 20024	
17	(202)442-4400	
18		
19		
20	Reported by: Michael Farkas	
21	JOB No.: 3532547	
22		

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PROCEEDINGS

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2	MS. CHAMBERLAIN: Hello. If folks		
3	can go ahead and get seated. We'll be starting		
4	shortly with the presentation. Thank you. Good		
5	afternoon, although it feels like evening with the		
6	weather, but my name's Anna Chamberlain. I'm with the		
7	District Department of Transportation, and we are the		
8	project sponsor for the Long Bridge, EIS. And with me		
9	tonight I have David Valenstein with FRA. And I also		
10	want to acknowledge Kate Youngbluth with DRPT, who's		
11	the project sponsor. And we have us with the		
12	tonight also elected official Jeremiah Montague, Jr.		
13	He's an ANC Commissioner here in the crowd. What		
14	thanks, again, you guys for coming sorry. I feel		
15	like I have to bend over so much for joining us for		
16	the public hearing for the Draft Impact Statement for		
17	the Long Bridge Project. It also contains the Draft		
18	Section for 4(f) Evaluation and the Draft Section for		
19	the 106 Programmatic Agreement. The Draft EIS was		
20	completed in accordance with the National		
21	Environmental Policy Act of 1969 which is known as		
22	NIFA, and you'll hear us refer to NIFA, DDOT and FRA		

are also conducting consultation for the Long Bridge
Project complied with the Section 106 and the National
Historic Preservation Act of 1966.

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And, finally, the Draft EIS contains, as I mentioned, the Draft Section of the 4(f)

Evaluation which refers to the section within the U.S.

Department of Transportation Act of 1966. The formal public comment period on the Draft EIS, and all of the documents I just mentioned, began in September 5 with our release, and they'll close next week on October 28.

In addition to speaking at this hearing here tonight, you can provide comments in writing, and if you prefer not to speak in front of an audience you can also provide comments to the court reporter directly following the open public comment session.

So for -- I'm assuming most of you guys know, hopefully -- I see a lot of familiar faces who've been here to the many meetings we've had over the years -- Long Bridge Project consists of potential improvements to the railroad bridge and all the related infrastructure that's located between (RO)

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Interlocking which is in Arlington, Virginia near the Long Bridge Park, and it goes into the district near the (LE)Interlocking which is on 10th Street, SW. The existing bridge and the railroad corridor are owned by CSX Transportation, and it currently has two tracks over the Potomac River and immediately north and south of it there are three tracks.

It should be noted that although it's called Long Bridge Project it actually involves five additional projects that are over roadways, including a historic bridge over the GW Parkway, and the Long Bridge itself is a contributing element to the East and West Potomac Parks Historic District.

The purpose of the project is to provide additional long-term railroad capacity to improve the reliability of railroad services through the corridor. Currently there's insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services which we completed under the Phase 2 analysis. There's plenty of information in the DIS and also on our website showing the projected train volumes for both

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passenger and rail, and other users, and the project that is needed to address these issues to ensure that the Long Bridge Corridor continues to serve as a critical link connecting local, regional, and national transportation network.

So here's the No Action Alternative.

And all EIS is part of the NIFA process. You

evaluate, what's called, a No Action Alternative which

consists of the existing transportation network, plus

any planned projects that are not directly involved

with this particular project in the area within the

area by 2040. So all the other projects there's the

VRE expansions that are occurring outside the project

area, adding a -- the -- further tracks and also the

DC to RVA.

It represents the baseline,
essentially, for which all the other actions are
compared against. The No Action is consistent with
the purpose of need -- sorry, it is not consistent
with the purpose need because it does not eliminate
the bottleneck, and it does not provide redundant
infrastructure. Glad everyone's awake.

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So here are the two Action Alternatives that were evaluated as part of the DEIS and the Action Alternatives only vary in whether we retain the existing Long Bridge, the actual bridge over the Potomac River, and the railroad bridge over the GW Parkway. So, Alternative A as you see the alignments are the same, but Alternative A would retain, as I mentioned, the existing bridges and it would build a two new -- it would build a new two-track bridge over the Potomac River and the GW Parkway.

The Alternative B would build all new bridges. So it have two new two-track bridges and it would replace all of the existing bridges. So both Alternatives would expand the railroad corridor from two tracks to four tracks between the (RO)

Interlocking and the (LE) Interlocking. And FRA and DDOT have selected Alternative A, which I mentioned it's a -- you maintain the existing Long Bridge, and that we found is because it has lower capital costs, shorter construction duration, and fewer impacts than the other alternative.

In addition, as part of the 4(f)

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mitigation, we're proposing an independent bike-ped structure upstream of the new bridge, crossing the Potomac River. And the crossing would be -- would provide an important connection within the regional trail system as it would link the Long Bridge park in Virginia, the Mount Vernon Trail, and the East Potomac Park. And DRPT, as I mentioned, the project sponsor is committed to constructing the ped-bike crossing as part of the Record of Decision that's required to move this project forward.

And here I'll move on to David.

MR. VALENSTEIN: Good evening,
everyone. As Anna mentioned, my name is David
Valenstein. I'm with the Federal Railroad
Administration, a part of Operating Administration of
USDOT, and were the federal lead agency for this
project. I'm going to walk you through some of the
impacts and next steps for the project.

The next -- let's see. The next -this slide and the next one as well highlights some
key temporary and permanent impacts of the Action
Alternatives. Key impacts are those that

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differentiate among the alternatives, those that are major, those that the agency stakeholders, and the public have expressed interest. Key construction impacts are generally related to the location of construction staging, and access for construction vehicles and equipment. They include interruptions to two-track operations on the existing Long Bridge to create track shifts and realignments. Traffic control measures, temporary lane closures, temporary lane shifts on the GW Parkway, I-395, and Main Avenue, SW, impacts to the yellow line Metrorail service for construction of the -- of -- over the existing portal. Closure of NPS parking lots B&C, as well as the marina lot for construction activities. Relocation of the Mount Vernon Trail where it currently passes under the existing Long Bridge. Exceedance of district and Arlington noise limits at several locations due to construction activities and construction staging access on parkland which may affect use of that parkland for -- by visitors.

The permanent impacts of the Action

Alternatives are mostly due to the new bridge upstream

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of the existing Long Bridge. Both Action Alternatives would have major beneficial impacts to railroad operations because they would eliminate the current bottleneck, as Anna mentioned, of the four -- with a four-track river crossing for the railroad. This would allow for more frequent service, the separation of passenger and freight trains, and operational flexibility to maintain continued operation during maintenance and breakdowns.

Both of the Action Alternatives would permanently reduce parking spaces in NPS parking lot C. This lot is one of the three surface lots located

permanently reduce parking spaces in NPS parking lot

C. This lot is one of the three surface lots located

between the bridges in East Potomac Park and are

heavily used during the National Cherry Blossom

Festival each year, but are lightly used the rest of

the year. The Action Alternatives would also

permanently reduce parking spaces, private parking

spaces at the Washington Marina at the Southwest

Waterfront.

Without mitigation additional trains passing by would increase noise levels above criteria for noise impact in Long Bridge Park and at the

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Mandarin Oriental Hotel. The Draft EIS provides information about mitigation that would substantially reduce noise and minimize impacts and, in some cases, reduce rail noise below existing conditions. In total the Action Alternatives would convert approximately three acres of parkland to railroad use, and would affect user experience through increased noise and the removal of mature vegetation.

Finally, the Action Alternatives would have visual impacts by adding a new railroad -- new railroad bridges over the George Washington Memorial Parkway and the Potomac River, and removing mature trees, some of which were planted to screen the railroad corridor from view. For Action Alternative A, the new bridge would be in between the existing railroad bridge and the Metrorail bridge. It would be visible from the parkway, the Mount Vernon Trail, the Potomac River, and Ohio Drive, SW, but from very limited vantage points as you pass under these existing bridges.

For Action Alternative B, the replacement bridge would be visible from farther away

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as you approach from the south. With Action
Alternative B, the existing truss would no longer be
part of those views. Concurrently, with the NIFA
process, FRA is complying with Section 106 of the
National Historic Preservation Act of 1966. This law
requires that federal agencies consider the effects of
their undertakings on historic properties in
consultation with State Historic Preservation
officers, tribes, and other consulting parties. If
adverse effects to historic properties are identified,
the consulting process includes working together to
identify ways to avoid, resolve, or mitigate those
effects.

The Draft EIS also contains a Draft
Section 4(f) Evaluation. And section 4(f) refers to
the section of the U.S. Department of Transportation
Act of 1966 that prohibits FRA and other USDOT
agencies from using land from publicly owned parks,
including recreational trails, wildlife, and waterfowl
refuges, or public or private historic properties
unless there's no feasible and prudent alternative to
that use. And the Action includes all possible

planning to minimize harm to the property resulting from that use.

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These maps show the historic properties and parks considered as part of these processes, and they also are shown on boards in the open house area that you can review after this presentation and the comment period. As part of the Section 106 process, FRA has drafted a Programmatic Agreement in consultation with the district and Virginia State Historic Preservation officers and the consulting parties. This agreement defines measures to avoid, minimize, or mitigate adverse effects to historic properties.

The Programmatic Agreement has been published as an appendix to the Draft EIS, and the public is invited to provide comments on the proposed mitigation measures. This slide summarizes the proposed mitigation measures. In general, these measures focus on design review to enable input on aesthetic elements, inventories and plans to enable preservation of important views in landscapes, an interpretation plan to provide information on the

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history of Long Bridge, a construction management plan to minimize adverse effects during construction, and a process for determining appropriate mitigation if archaeological resources are identified and determined to be adversely affected at a later time, but prior to construction.

The Section 4(f) effect analysis found that there was no feasible and prudent way to meet the project's purpose and need, and to avoid the use of Section 4(f) protected parks and historic properties. FRA and DDOT have coordinated with the National Park Service in Arlington County to minimize impacts and identify mitigation measures, as well as to develop a plan for construction staging and work areas that would minimize harm to Section 4(f) properties. A Section 4(f) use still remains for several properties shown on this slide even after planning a measure to minimize harm. Note that FRA is proposing a de minimis finding for permanent impacts to Long Bridge Park which means that the project would not adversely affect the activities, features, and attributes that make this park eligible for protection.

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Comments on the Draft EIS, the Section 4(f) Evaluation and the Programmatic Agreement are due on October 28. We will then prepare a final EIS and Record of Decision which will be released next summer. At the same time we will be revising the Programmatic Agreement based on comments received from the public and consulting parties. We will finalize and execute that document next spring before issuing the Record of The Draft EIS is available online on the project and FRA websites. There are also hard copies at three libraries. As noted earlier, these documents are available for review and comment until October 28. You can provide your comments today at this hearing, via e-mail, using the online comment form on the project website.

And now back to Anna.

MS. CHAMBERLIN: All right. Sounds like folks are trying to get out of here to go watch a game or something. I don't know. We will now begin the official public hearing. If you wish to speak and have not signed up, please sign up at the table where you check done because I only have four people who

want to speak? Okay. No one else? All right.

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Next, we'll hear those who have signed up to speak and they'll be allowed three minutes each. Please note that all statements, including any personal information such as name, e-mail, addresses, or telephone numbers you provide in the statement are releasable to the public upon request. stenographer with us tonight will be preparing a verbatim record of all the comments. These, and other comments provided during the Draft EIS comment period will be included, as David mentioned, and addressed in the Final EIS. All comments received during the Draft EIS comment period carry the same weight regardless if it's here or in writing or later via e-mail, etc. Please note that we will not be answering your comments at this time here today. If at any time you have a question you would like to be answered, we invite you to talk to the member of the project team, we're all name tags, after this official comment hearing begins. So I will call the first person. William Arwen and you have the mic alright hello my name is William Irwin. And you have the mic.

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MR. IRWIN: All right. Hello. My name is William Irwin, and I live in the 500 block of N Street, SW. I'm a neighbor. And, perhaps, it's odd that I'm the first witness in your formal hearing because my views aren't really about the important regional infrastructure considerations, but instead it's a focused local issue that the Long Bridge Project is for me and for my family, and my neighbors.

I followed the project for years and have participated in every public comment period availed to me. You've been witness to my consistent views. To summarize, I support bicycle and pedestrian accommodations as a mitigation, a 4(f) mitigation, that must be included when this project is eventually approved and permitted. While the EIS documents, that the bike and pedestrian accommodations are not part of the published purpose and need, that view is discounted in my mind by the fact that multimodal accommodations have been consistently highlighted within all transportation planning documents prepared by the district, by the National Park Service, and other relevant federal agencies as essential

components of infrastructure projects of this size.

With that, it's arguably disappointing.

3 It's a disappointing miss that multimodal

4 accommodations are not part of the official purpose of

5 | need because I would expect early and easy alignment

6 with planning documents of every stakeholder

7 | jurisdiction within the project ring-fence. The

8 | multimodal expectations are far from flippant, as

9 there are safety considerations and important to me as

10 | a regular bicyclist.

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My detailed comments are already part of the project record in several places, but suffice it to say we need something better than the two narrow paths that exist on the 14th Street Bridge in a crazy mixing bowl that path leads to at the intersection of 15th Street and Main Avenue, SW. That's why I originally coined the Long Bridge Project as an opportunity of the century, something more grandiose than anything I've ever seen in my decades as a son of Washington.

All the more important, given the swelling residential development immediately around us

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in southwest DC, as well as the anticipated changes across the river with the realization of Amazon HQ2. So let's do the right thing on this one. Let's take the steps to ensure that all of us join you as strident supporters of the rail improvements you seek for the Potomac crossing. If you align with the expectations of all those relevant planning documents you will indeed have that local support. Thank you. MS. CHAMBERLIN: Next up we have Bob Stickell. Thank you. MR. STICKELL: Hello, and good afternoon. Bob Stickell from Washington Marina Company. Washington Marinas Yacht Basin 1, it's been in continuous operation since 1941, and we have called it home since 1951. Washington Marina and the four businesses that work with us, riverboat businesses, currently employ about 40 people. We've learned about the potential impact of this project here in March of this year, we met with DDOT. We were asked to participate in a navigation study back in 2017, but it

-- the study asked us about the number of slips, the

number of boats and sizes and what have you, and

really didn't give us an indication that we might be impacted one way or the other by this.

I can only say that having been on the waterfront for almost 38 years, that we've seen a lot of change and we understand the change is necessary. We just want to make sure that it's not at our expense. We feel that the temporary loss of our entire western parking lot would absolutely devastate our business. It would just -- it would basically would shut us down. So that needs to be mitigated, and we would hope that DDOT would work with us to see if there was some other mitigating factors because I don't think that we need to have all the construction equipment in our parking lot.

The permanent loss of one third of our parking lot would also be very, very difficult for us, cause us huge economic impact, and we would also ask DDOT to work with us and look at other design issues. The impact of this project, obviously, it's going to be huge, but lane closures, road closures, pedestrian access, all these things being limited are also going to affect other people. It's going to affect the

folks at the fish wharf. It's going to affect the 1 2 traffic which on Maine Avenue in Southwest is already awful in the afternoons. I'm not sure if you all have 3 4 seen that, but it's just -- it's really gotten really, 5 really difficult. So there needs to be some real thought placed about how we're going to handle this. 6 And, as I said, we're all for improvements and, 7 obviously, the railroad needs the excess or they need additional capacity, but we need folks to work with us 9 10 and understand that we do play a vital role in the 11 servicing and what have you for recreational and also for commercial boaters, and also for government. So I 12 13 thank you for your time. 14 MS. CHAMBERLIN: Buck Berry. Thank 15 you. Good afternoon, everybody. 16 MR. BERRY: 17 My name's Buck Berry. I live in Alexandria, Virginia, 18 and I'm a strong proponent of bicycle and pedestrian 19 paths for three reasons. One, I think we've reached a point in our history where we really need to get 20 behind bicycle commuting, reduce our reliance on fuel, 21 22 increase the health of our hearts, and make it safer

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for people to commute to work or to a recreational activity on a bicycle. The other thing is I think that people need to reconnect with the natural world, and use of trails is one way to do that. I think it's particularly important for kids who spend their -- half their lives on a cell phone or a video game to get out there and see some squirrels and bunny rabbits, but the single biggest reason that I like pedestrian ways and bicycle ways is for managing emergencies.

I don't know if anybody else was downtown in New York when the World Trade Centers were attacked, but lower Manhattan was evacuated over the Brooklyn Bridge. If you didn't have a pedestrian walkway over the Brooklyn Bridge those people would not have gotten home that day. So you really got to think about moving several thousand people a few miles to get away from something, and there's only one way to do that, that's on a pedestrian walkway. You look at the footage from World War II, how were people getting away from where they needed to get away from? A trail, right, along the side of the highway, but if

you have a designated trail it's a lot safer and it's in everybody's best long-term interest. Thank you very much.

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MS. CHAMBERLIN: And then we have Eric Cassel as the last speaker.

MR. CASSEL: Good afternoon. I come to -- or my name's Eric Cassel. I'm President of the Friends of Long Bridge Park and an Arlington resident. I'm actually a Crystal City resident. We've -- being in Crystal City with all the dramatic changes, we're very much interested in livability of the area, and have been working hard on that issue. Amazon, and their HQ2 original proposal, has a tremendous amount of bicycle storage and their expectation of usage, and we're very concerned about how those bicycles get around. Clearly, something like this where the 4(f) Mitigation is important, we're also concerned about, you know, how transportation is, in general, making sure there's enough trains and things like that to get people in and out by -- instead of cars.

So in the park itself we're also concerned about connecting to things and making sure

residents and users of the park can get where they 1 2 need to go. And we're very pleased to see the 4(f) Mitigation, and given that the park is in both our 3 4 park and the George -- GW Parkway and associate parks, 5 we need something like that for our mitigation. So in that sense where -- that is good, and we look forward 6 to having, actually, a connection pedestrian built. 7 8 Thank you. 9 MS. CHAMBERLIN: Thank you. So last 10 call if anybody wanted to speak. No? Okay. Well, 11 this concludes the official speaking portion. mentioned you can go over to the stenographer and 12 13 record your comments directly, not on a microphone for 14 everybody, and/or feel free to send us, again, 15 comments in writing either here or via e-mail, and we will turn the lights back on. If you have any 16

MR. SZIBLER: Steven Szibler. Resident of 5E06. I support bicycling and pedestrian considerations as a key part of this project. I expect to see a strong emphasis on the best possible multimodal project currently possible. Pedestrian and

questions just grab somebody with a badge.

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- 1 cycling infrastructure is important for both safety
- 2 and our environment. Thank You. Steven Szibler.
- 3 | Thanks so much.
- 4 MS. CHAMBERLIN: All right. Good
- 5 evening, everyone. My name's Anna Chamberlin. I'm
- 6 | with the District Department of Transportation, DDOT
- 7 | is the project sponsor for the Long Bridge
- 8 | Environmental Impact Statement, and with me tonight is
- 9 David Valenstein from the Federal Railroad
- 10 Administration, and they're the lead federal agency
- 11 | for the Environmental Impact Statement. And I'd also
- 12 like to acknowledge Kate Youngbluth with the DRPT, and
- 13 they are the project sponsor for the design and
- 14 | construction of the Long Bridge Project. So thank you
- 15 | for joining us tonight here on this rainy, rainy
- 16 evening and, hopefully, it's -- is it still raining
- 17 | outside? I don't know.
- 18 FEMALE: Yes.
- MS. CHAMBERLIN: Oh, lord. Okay. So
- 20 | I'm thinking some of you are going to be joining the
- 21 | Nats game viewing party, maybe not with the rain, but
- 22 | it looks like we have a small crowd. So we'll be able

to get everybody out in time to maybe watch it on TV
then. So thank you for joining us, again. And the
Draft Environmental Impact Statement for the Long
Bridge Project is also -- it also contains the Draft
Section 4(f) Evaluation and the Draft Section 106
Programmatic Agreement.

So the DIS -- oh, sorry, went too far.

The DIS was completed in accordance with the -- I feel like this is the PSA portion of the presentation -- with the National Environmental Policy Act of 1969 known as NIFA, and DDOT and FRA are also conducting the consultation for the Long Bridge Project to comply with Section 106 of the National Historic Preservation Act of 1966.

So, finally, the Draft EIS contains, as I mentioned, the Draft Section 4(f) Evaluation and the 4(f) Evaluation refers to the section within the U.S. Department of Transportation Act of 1966. There'll be a quiz at the end. The formal public comment period on the Draft EIS and associated documents began on September 5, with the release of the DIS, and it'll close next week on the 28th, October 28.

In addition to speaking at this hearing, you can provide comments in writing. If you prefer not to speak in front of an audience, you can provide comments to the court reporter following the open public comment session.

2.2

So the Long Bridge Project consists of potential improvements to the railroad bridge and related railroad infrastructure located between the (RO)Interlocking in Alexandria -- sorry, Arlington, Virginia and the (LE)Interlocking on -- near 10th Street, SW in D.C. The existing bridge and railroad corridor are owned by CSX Transportation, and they currently carry two tracks over the Potomac River, while the areas immediately north and south have three tracks. It should be noted that the corridor includes five additional bridges over roadways, including the historic bridge over the GW Parkway, and the Long Bridge itself is a contributing element to the East and West Potomac Parks Historic District.

The purpose of the project is to provide additional long-term railroad capacity and to improve the reliability of railroad services through

the corridor. Currently, there's insufficient capacity, resiliency, and redundancy to accommodate the projected future demand on railroad services. The project is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting local, regional, and national transportation network.

The Draft EIS evaluates a No Action

Alternative which consists of existing transportation

network, plus all the planned projects within the

project area by 2040. It represents the baseline of

the Action Alternatives that are compared against it.

The Action Alternatives are compared against it in the

Draft EIS. The No Action Alternative is not

consistent with the purpose of need and it does not

eliminate the existing bottleneck, and it does not

provide redundant infrastructure. So the No Action is

let's do nothing and see what happens, and then we're

reviewing -- comparing the Action Alternatives against

it.

So the Draft EIS evaluates two Action Alternatives, as I mentioned. Action Alternative A

and Action Alternative B. The Action Alternatives vary in whether they retain or replace the existing Long Bridge over the Potomac River, and the railroad bridge over the GW Memorial Parkway.

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Action Alternative A would retain the existing bridges and build new two-track bridges over the Potomac River and the GW Parkway, while Action B would build the new two-track bridges and replace the existing bridges. Both alternatives would expand the railroad network and the corridor from two to four tracks between the (RO)Interlocking in Arlington and the (LE)Interlocking in D.C.

Alternative A as the preferred Alternative Because it has lower capital costs, short -- shorter construction durations, and fewer impacts than the Action

Alternative B. and, in addition, an independent bike-pedestrian structure upstream of the new bridge crossing the Potomac River is being proposed as a mitigation for the use of parkland protected by section 4(f). The crossing would provide an important connection within the regional trail system as it

- 1 | would link Long Bridge Park, the Mount Vernon Trail,
- 2 and East Potomac Park. DRPT will commit to
- 3 constructing the ped-bike crossing as part of the
- 4 Record of Decision that is required for the project to
- 5 move forward.
- So now I'll let David come up and speak
- 7 to the nitty-gritty details here.
- MR. VALENSTEIN: Thank you very much,
- 9 Anna. Good evening. As Anna mentioned, I'm -- my
- 10 name's David Valenstein. I'm with the Federal
- 11 | Railroad Administration and Operating Administration
- of USDOT, and we're the lead federal agency for the
- project. I'm going to walk you through some of the
- 14 | impacts and next steps for the project in a fairly
- 15 robust detail. Let's see, the -- this -- next two
- 16 | slides highlight some of the key temporary and
- 17 | permanent impacts of the Action Alternatives.
- 18 Key impacts are those that
- 19 differentiate among the alternatives, those that are
- 20 major impacts, and those which the agency
- 21 stakeholders, or the public have expressed an
- 22 | interest. Key temporary construction impacts are

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generally related to the location of construction staging, and access for construction vehicles and equipment. They include interruptions to two-track operations across the existing Long Bridge to complete the railroad track shifts and realignments.

Traffic control measures, temporary lane closures, and temporary lane shifts would occur on the George Washington Memorial Parkway, I-395, and Maine Avenue. Impacts to the yellow line Metrorail service would occur with construction over the existing portal. Closure of NPS parking lots B&C, as well as the marina -- Washington Marina lot for construction activities. Relocation of Mount Vernon Trail where it currently passes under the existing Long Bridge, and exceedance of the district and Arlington County noise limits at several locations due to construction activities. And construction staging and access on parkland which may affect use of that parkland by visitors.

Permanent impacts of the Action

Alternatives are mostly due to the new bridge.

upstream of the existing Long Bridge. Both Action

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Alternatives would have major beneficial impacts to railroad operations because they would eliminate the current bottleneck with a four-track river crossing.

This would allow for more frequent service, the separation of passenger and freight trains, and operational flexibility to maintain continued operations.

Both of the Action Alternatives would permanently reduce parking spaces in NPS parking lot C. This lot is one of the three surface lots located between the bridges in East Potomac Park and are

between the bridges in East Potomac Park and are heavily used during the National Cherry Blossom

Festival each spring, but are lightly used the rest of the year. The Action Alternatives would also

permanently reduce public -- private parking spaces at

the Washington Marina at the Southwest Waterfront.

Before mitigation additional trains

passing would increase noise levels above criteria for

noise impact at Long Bridge Park and the Mandarin

Oriental Hotel. The Draft EIS provides information on

mitigation -- noise mitigation that would

substantially reduce noise and minimize impacts. In

- 1 | some cases reducing noise below existing conditions.
- 2 | In total the Action Alternatives would convert
- 3 | approximately three acres of parkland to railroad use,
- 4 and would affect user experience through increased
- 5 noise and removal of mature vegetation.

6 Finally, the Action Alternatives would

7 | have visual impacts by adding new railroad bridges

over the George Washington Memorial Parkway and the

9 Potomac River, and removing mature trees, some of

10 which were planted to screen the railroad corridor.

11 For Action Alternative A, the new bridge would be

between the existing railroad bridge and the Metrorail

bridge. It would be visible from the parkway, the

14 Mount Vernon Trail, the Potomac River, and Ohio Drive,

15 SW, but from a very limited vantage point as you pass

16 under the existing bridges.

17 For Action Alternative B, the

18 | replacement bridge would be visible from farther away

19 as you approach from the south. With Action

20 Alternative B, the existing truss bridge would no

21 longer be part of those views. Concurrently, with the

22 NIFA process, FRA is complying with Section 106 of the

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National Historic Preservation Act of 1966. The law requires that federal agencies consider the effects of their undertakings on historic properties in consultation with State Historic Preservation officers, tribes, and other consulting parties. If adverse effects on historic properties are identified, the consulting process includes working together to identify, avoid -- ways to avoid, resolve, or -- and mitigate those effects.

The Draft EIS also contains a Draft
Section 4(f) Evaluation. Section 4(f) refers to the
section in the USDOT Act of 1966, that Anna mentioned,
that prohibits FRA and other USDOT agencies from using
land from publicly owned parks, including recreational
trails, wildlife, and waterfowl refuges, and public or
private historic properties unless there is no
feasible or prudent alternative to that use. And the
Action includes all possible planning to minimize harm
to the property resulting from that use.

These maps show the historic properties and parks considered as part of these processes, and also -- these are also shown on boards, and can be

reviewed during -- in detail during the open house.

As part of the Section 106 process, FRA has drafted a

Programmatic Agreement in consultation with the

district and Virginia State Historic Preservation

officers and the consulting parties. All right. This

agreement defines measures to avoid, minimize, or

7 mitigate adverse effects to historic properties.

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The Programmatic Agreement has been published as an appendix to the Draft EIS, and the public is invited to provide comments on the proposed mitigation measures. This slide summarizes the proposed mitigation measures. In general, these measures focus on design review to enable input on aesthetic treatments, inventories and plans to enable preservation of important views in landscapes, an interpretation plan to provide information on the history of Long Bridge, a construction management plan to minimize adverse effects during construction, and a process for determining appropriate mitigation if archaeological resources are identified and determined to be adversely affected at a later time, but prior to construction.

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The Section 4(f) analysis found that
there was no feasible and prudent way to meet the
project's purpose and need, and avoid the use of
Section 4(f) protected parks and historic properties.
FRA and DDOT have coordinated with the National Park
Service in Arlington County to minimize impacts and
identify mitigation measures, as well as to develop a
plan for construction staging and work areas that
would minimize harm to Section 4(f) properties. A
Section 4(f) use remains for several properties shown
on this slide even after all planning to minimize
harm. Note that FRA also proposes a de minimis
finding for permanent impacts to Long Bridge Park
which means that the project would not adversely
affect the activities, features, and attributes that
make this park eligible for protection under Section
4(f).
Comments on the Draft EIS, Section 4(f)
Evaluation and the Programmatic Agreement are due on
October 28. We will then prepare a final EIS and
Record of Decision which will be released next summer.
At the same time we will be revising the Programmatic

Agreement based on comments received from the public 1 2 and consulting parties. We will finalize and execute that document next spring before issuing the Record of 3 4 Decision. The Draft EIS is available online on the 5 project and FRA websites. There are also hard copies in three libraries. As noted earlier, the Draft EIS, 6 Section 4(f) Evaluation, and Programmatic Agreement 7 are available for review and comment up until October 28. You can provide comments today at this 9 hearing, via e-mail, or using the online comment form 10 11 on the project website. And now Anna will be moderating the 12 13 public hearing portion. 14 MS. CHAMBERLIN: Great. Thank you, 15 David. So we'll now begin the public hearing. If you wish to speak and have not yet signed up, please sign 16 17 up at the table where you checked in. Just making sure, anybody -- we'll hear -- next we'll hear from 18 19 those who have signed up to speak, who will be allowed three minutes each. 20 Please, no -- ooh, sorry, you didn't go 21 2.2 forward. Please note that all statements including

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statement.

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any personal information such as your name, e-mail address, or phone number that you provide in the statement are releasable to the public upon request. The stenographer with us tonight will be preparing a verbatim record of all the comments. These and other comments provided during the Draft EIS comment period will be included and addressed in the Final EIS. comments received during the Draft EIS comment period carry the same weight regardless if you provide it here tonight in-person or later via e-mail. Please note that we will not be answering your comments at this time. If, at any time, you have a question you would like answered, we invite you to talk with a member of the project team, and we're all wearing name tags. So we'll start off here. Stewart Schwartz, would you please come and give us your

MR. SCHWARTZ: Thank you. These may be the shortest remarks I've ever done in 22 years.

I'm Stewart Schwartz. I'm the Executive Director of the Coalition for Smarter Growth. We are a 22-year-

old organization founded by the region's largest conservation groups. We now have partners in the transit, bike-ped, affordable housing, and business communities, among many others. We address where and how the region grows and address the interconnected issues of land use, transportation, housing, and the environment.

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We've been looking at transportation projects throughout those 22 years, and been participants in EIS' and 4(f), and 106 projects during that time. I didn't prepare formal remarks, but I will say shortly, you know, just briefly that we strongly support the project. I think it's a -- and in your preferred alternative, including the bike bridge I think it's an indication of the few speakers you've had earlier and just now, is that you've done a good job. That they've heard, you know, all the interest from the bike community, in particular, you're seeking to address the 4(f) and 106 concerns as If ever there was a case where there was no well. prudent and -- or feasible alternative, this is probably it. I remember studying this in law school,

but on for other projects that we see there are 1 always, you know, some good, prudent, and feasible 2 alternatives, but in this case the geography of our 3 4 river and our railroad system doesn't allow for it. 5 So I do appreciate all the work you've done with the Park Service, with the advocacy groups, 6 with the many stakeholders to arrive to where you have 7 today. And I'll conclude by saying we strongly support your preferred alternative. Thank you. 9 10 Thank you. And next MS. CHAMBERLIN: 11 we have Tom Korns. MR. KORNS: Hello. 12 I'm Tom Korns, and 13 I'm from Arlington, Virginia. I'm one of many active 14 citizen planners in Arlington. I've been at it for --15 since the early '80s, neighborhood planning commission, and I was an early advocate of pedestrian 16 17 facilities, and apparently I was part of the stream 18 that Arlington's been successfully addressing. 19 I don't have a preference for either the A or B choices, but I definitely have a preference 20

for a downstream location for the bike bridge. I've

experienced walking across the 14th Street bridges.

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I've also had considerable experience walking across the railroad bridge. I always preferred the railroad because the environment was far quieter, and the cacophony in the zone between the railway and the -- and highways is not just noise, it's visual as well. It is just a very difficult place for pedestrian, and a much preferred location would be downstream from all the bridges.

As I understand it the bridge is a much lighter component. They are longer spans on lighter foundations, pylons, and this does give -- you know, it is an easier design. There are some issues with how it ends. I don't think it's so much on the Hains Point side. Ideally, it would be at the wharf. was a Ponte Vecchio proposed in the '70s, early -late -- early '70s, late '60s, I think by Arthur Cotton Moore, to build a bridge from the -- where the wharf is now over to Hains Point which was all, you know, pedestrian bridge was shops and things on it. Well, it seems a little closer to happening in our quess, but the idea of a bridge for cyclists and pedestrians that have respites on them, there are

- 1 | access to the views, and is what I see when I've
- 2 experienced walking a much quieter railroad bridge.
- 3 | So I would like to encourage looking at that
- 4 | Alternative. And I encourage the bike groups, and
- 5 I'll be talking to them to get on board.
- This -- you haven't -- this is -- has
- 7 | not been designed as they -- the site -- as the site
- 8 has -- as there are issues with it as far as where it
- 9 ends on the Virginia side, but I just want to say I'm
- 10 going to encourage those groups to support a
- 11 downstream location for the bridge. Thank you very
- 12 much.
- MS. CHAMBERLIN: Thank you. And then I
- 14 apologize if I'm not reading this correctly, is it Ken
- 15 Notis or Menotis?
- MR. NOTIS: Ken Notis. Sorry.
- MS. CHAMBERLIN: Okay. Sure. Thank
- 18 you.
- MR. NOTIS: Hello. My name is Ken
- 20 Notis. I live in Alexandria. I work in -- near the
- 21 | Navy Yard. I'm a fairly regular bike commuter over
- 22 the 14th Street Bridge, as well as a member of

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Alexandria Bike-Pedestrian Advisory Committee. I'd like to support the preferred Alternative and, in particular, the use of a bike-ped bridge element as a mitigation tool. I think it has a lot of advantages in addition to providing an improved way for people to commute in a environmentally friendly way. I think it'll help the 14th Street Bridge side path as well.

Today there's a lot of conflict. mean, there between cyclists and pedestrians going in different directions, some pedestrians taking advantage of the views from the 14th Street Bridge side path. This gets especially significant around Cherry Blossom time and other times of peak tourist use, which affects the national parks. Getting more of the site by commuters off of that bridge and onto a bike-ped bridge next to the Long Bridge would probably improve the experience for the pedestrians using the 14th Street Bridge, and the people going to the Jefferson Memorial at Cherry Blossom time. It would also support the goals that both Arlington County and City of Alexandria have in improving bike and pedestrian mode-share, and reducing auto usage in

those jurisdictions. Thank you very much.

MS. CHAMBERLIN: So last opportunity if anyone else wants to speak on the record. If not, then thank you very much. Feel free to -- we'll continue the open portion of the event, and you can also come to the stenographer, and send us e-mails or comments via mail. Thanks. Bye.

I'd like to submit his comments. So if we could please have his attention. Thank you.

MR. EDWARDS: Thank you, Anna. I'm Monte Edwards on behalf of the Committee of 100 on the federal-city. Our concern is in terms of the parties involved here, the D.C. Department of Environment has not been included, although the Virginia Department of Rail and Public Transportation is included. Why this is important is the D.C. Department of Environment is charged with administering the D.C. rail safety and security plan. There are security and safety concerns on this project that we think need to be addressed by the District of Columbia. The first one is the narrow track spacing that is proposed for the southeast tracks, although CSX has insisted on a 15-foot track

spacing, the project is proposing a 13-foot track spacing for commuter and interstate rail -- excuse me, passenger rail.

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The other thing is that within this narrow space in the southeast tracks, they are very careful to protect the pilings that support the bridges by putting crash walls between all the pilings, but there are no crash walls between these very narrow space tracks that should have crash walls. When the Virginia Avenue Tunnel was approved, CSX insisted on two tunnels, so they would have crash walls between the trains moving in two directions. this project we -- it is clear that two of the tracks They will have the 15-foot will be reserved for CSX. spacing between tracks. They will have minimum clearances between the sidewalls. However, for passenger and commuter rail there will be no crash walls between the tracks which are spaced 13 feet apart instead of the normal 15 feet apart. This is a safety issue that needs to be addressed by the district government who is charged by statute of the D.C. Rail Safety and Security Act. Thank you.

Page 46 1 MS. CHAMBERLIN: Thank you. All right. Thanks, everybody. 2 3 MR. BALASUBRAMANIAN: Yeah. I'm excited about this project, but I want to emphasize 4 that it's wildly inappropriate if it doesn't have 5 bicycle and pedestrian facilities. Great. Thank you. 6 7 (Whereupon, the meeting concluded at 6:50 p.m.) 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

CERTIFICATE OF NOTARY PUBLIC

I, MICHAEL FARKAS, the officer before whom
the foregoing proceedings were taken, do hereby
certify that any witness(es) in the foregoing
proceedings, prior to testifying, were duly sworn;
that the proceedings were recorded by me and
thereafter reduced to typewriting by a qualified
transcriptionist; that said digital audio recording of
said proceedings are a true and accurate record to the
best of my knowledge, skills, and ability; that I am
neither counsel for, related to, nor employed by any
of the parties to the action in which this was taken;
and, further, that I am not a relative or employee of
any counsel or attorney employed by the parties
hereto, nor financially or otherwise interested in the
outcome of this action.

mien ate

MICHAEL FARKAS

Notary Public in and for the

District of Columbia

CERTIFICATE OF TRANSCRIBER

I, THERESA M. VERALDI, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



THERESA M. VERALDI

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Public Hearing October 22, 2019

[website - zone] Page 13

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youngbluth 3:10 25:12			



Appendix H2:

Comment Cards

Do you have any comments on the Long Bridge Project?

I SUPPORT BICYCLING AND PROSTRIAN CONSIDERATIONS AS A KEE

PART OF THIS PROJECT. I CAPERT TO SEE A STRING EMPHSIS AND THE

BEST PASSIBLE MULTI-MODEL PROSECT CENTENTED PASSIBLE PEDESTRIAN AND

CYCLING INFRASTRUCTURE IS IMPURABLY FOR SOFETH AND OUR ENVIRONMENT.

- Stephen Signe



LONG BRIDGE PROJECT PUBLIC HEARING

OCTOBER 22, 2019

Do you have any comments on the Long Bridge Project?

on this project. Having afternatives to go between DC & VA for cyclists & peds is enormously helpful.

I would encourage you to minimize construction

impact to cyclists during the project

Thank you for a new DYVA connection!



LONG BRIDGE PROJECT PUBLIC HEARING

OCTOBER 22, 2019

Project looks mostly and good Should be electrifying the new span from the start and the like ged bridge miligation is really good Looking forward to seeing this froject get done trojected bost seems that high as well

LONG

GOVERNMENT OF THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION



DDOT Sponsored/Co-Sponsored Meeting and Event

Comments/Concerns regarding this meeting or the project:
B HAS REMOVAL OF PEDISTRIAN BRIDGE ON EASTEND
of RR project AND NOT Replacing Bridge Been
ANT Reviewed? Would ALLIST IN RETURNING PARKING
Lot BACK To Public.
Instead of Bridge could Relocation of
TRAFFIC LIGHTS AND BON STREET BED CROSS
be AN VIABLE ALTERNATIVE?
(2) MARS ARE OUT of DATE WITH CURRENT EXISTING
STRUTHRES, Update MASS AS INTERPERTATION
of AccessABILITY AND IMPACTS ARE CONFUSED
*
3) Redesign The projoses BINE/Ped off RAMPS
TO CIRCULAR OFS RAMPS SIMILAR TO RAMY USED
TO CROSS GW PARKWAY



Appendix H3:

Public Comments

Name	Comment	
Unique Public Comments		
Ami Williams	I live within a few miles of the bridge, can hear the trains at night, and strongly support this project. The bridge is a choke-point that limits options for more trains to replace car trips. I'd like to see VRE run through to DC-I know several people who commute from Woodbridge to an office right next to Union station by driving up 95, I'm sure they'd be happier to switch to VRE. I'd also like to see trains straight through to BWI- currently when I fly from BWII drive and park, but I'd prefer to take a train if it was direct and dependable. Finally I support increasing capacity for freight to help reduce emissions and traffic congestion on 95.	
Andrea Walker	Look forward to direct access to DC via bike-ped bridge, including the link from Long Bridge to Mt Vernon trail. Hope that DC will continue the path through to the Wharf.	
Beatrice Camp	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I would love to have a bike-pedestrian crossing as part of the Long Bridge Project. It would be a wonderful way to access parks and travel from Arlington to DC.	
	Regards, Beatrice Camp 435 North Lincoln St Arlington, VA 22201	
Bob Stickell	MR. STICKELL: Hello, and good afternoon. Bob Stickell from Washington Marina Company. Washington Marinas Yacht Basin 1, it's been in continuous operation since 1941, and we have called it home since 1951. Washington Marina and the four businesses that work with us, riverboat businesses, currently employ about 40 people. We've learned about the potential impact of this project here in March of this year, we met with DDOT. We were asked to participate in a navigation study back in 2017, but it the study asked us about the number of slips, the number of boats and sizes and what have you, and really didn't give us an indication that we might be impacted one way or the other by this. I can only say that having been on the waterfront for almost 38 years, that we've seen a lot of change and we understand the change is necessary. We just want to make sure that it's not at our expense. We feel that the temporary loss of our entire western parking lot would absolutely devastate our business. It would just it would basically would shut us down. So that needs to be mitigated, and we would hope that DDOT would work with us to see if there was some other mitigating factors because I don't think that we need to have all the construction equipment in our parking lot. The permanent loss of one third of our parking lot would also be very, very difficult for us, cause us huge economic impact, and we would also ask DDOT to work with us and look at other design issues. The impact of this project, obviously, it's going to be huge, but lane closures, road closures, pedestrian access, all these things being limited are also going to affect other people. It's going to affect the folks at the fish wharf. It's going to affect the traffic which on Maine Avenue in Southwest is already awful in the afternoons. I'm not sure if you all have seen that, but it's just it's really gotten really, really difficult. So there needs to be some real thought placed about how we're going to handle this. And, as I said, we're all for improvements	

	to work with us and understand that we do play a vital role in the servicing and what have you for recreational and also for commercial boaters, and also for government. So I thank you for your time.
Brent Sandmeyer	Dear Neighborhood Planning Manager Anna Chamberlin,
	Please support the bike-pedestrian Long Bridge crossing! It will provide an important and safe connection across the river.
	Regards,
	Brent Sandmeyer
	1833 S St NW
	Washington, DC 20009
Brigid Agresti	I support the Long Bridge Project because It is environmentally beneficial, helping to get more cars off the road. Also, it will help decrease regional housing costs by making it faster for people living further from urban centers to get to work, expanding what we consider to be Northern Virginia's housing stock. As amazon arrives to Crystal City, we need more modern transportation options
Buck Berry	Good afternoon, everybody. My name's Buck Berry. I live in Alexandria, Virginia, and I'm a strong proponent of bicycle and pedestrian paths for three reasons. One, I think we've reached a point in our history where we really need to get behind bicycle commuting, reduce our reliance on fuel, increase the health of our hearts, and make it safer for people to commute to work or to a recreational activity on a bicycle. The other thing is I think that people need to reconnect with the natural world, and use of trails is one way to do that. I think it's particularly important for kids who spend their half their lives on a cell phone or a video game to get out there and see some squirrels and bunny rabbits, but the single biggest reason that I like pedestrian ways and bicycle ways is for managing emergencies. I don't know if anybody else was downtown in New York when the World Trade Centers were attacked, but lower Manhattan was evacuated over the Brooklyn Bridge. If you didn't have a pedestrian walkway over the Brooklyn Bridge those people would not have gotten home that day. So you really got to think about moving several thousand people a few miles to get away from something, and there's only one way to do that, that's on a pedestrian walkway. You look at the footage from World War II, how were people getting away from where they needed to get away from? trail, right, along the side of the highway, but if you have a designated trail it's a lot safer and it's in everybody's best long-term interest. Thank you very much.
Caroline Butler	I support new bridge to bring high speedboat rail between Richmond and Baltimore
Christopher W Pile M.D.	This is critical to the entire east coast rail system. Please include and walking and biking path on the new span to improve quality of live and environmental impact for local area.
Claire Garvin	Dear Neighborhood Planning Manager Anna Chamberlin,
	As someone who regularly commutes to work from Arlington to DC on my bicycle, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	I personally support and would appreciate the safety benefits that this project would add to my commute and to my leisure rides.

	Regards,
	Claire Garvin
	1020 N Quincy St
	Arlington, VA 22201
Cynthia Vint	It is humiliating how behind America is in transportation. High speed rails should no longer be considered futuristic endeavors that will most likely never happen. Hello people! They're all over Europe and Asia already. We need to invest more money into public transit, even if it means taxing the ultra wealthy a bit more. Everyone suffers, rich and poor alike, from hours of traffic, air pollution and CO2 emissions, and limited travel options. I support any and all high speed rail proposals, because it creates jobs, reduces emissions, and makes life more convenient for everyone. Next thing we need to do is make the Acela "high speed" train to NYC actually high speed and not just a 20 minute improvement.
Dana Bres	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project. As the population density of both the District of Columbia and Arlington County increase, the
	need for routes across the river for pedestrians and non-motorized transport will also increase.
	Including the bike-pedestrian crossing in the Long Bridge project will increasing access to parks and open spaces, improving personal
	mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation
	equity and environmental goals of DC, Arlington County, and the City of Alexandria.
Daria Pelech	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project.
	I commute to work from Alexandria to SW DC and pedestrian infrastructure on the Long bridge would both shorten my commute and
	make it safer. I also strongly believe that more people would join me in bike commuting if it was made more comfortable for them. As
	Virginia brings more jobs to Crystal City, the transportation alternatives the Long Bridge would provide are sorely needed.
	,
	Regards,
	Daria Pelech
	404 East Del Ray
	Alexandria, VA 22301
Dino Drudi	In the past I have expressed skepticism that the number of trains per day could possibly reach the anticipated number and opposition
	to building a separate two-track bridge. Although I continue to believe the anticipated 112 trains per day under "no build" is a more
	plausible projection, I would like to, based on the excellent work done preparing the draft EIS and the need for redundancy given the
	how crucial to rail passenger and freight traffic along the East Coast Long Bridge is, reverse my earlier opposition and support the less
	disruptive and costly Alternative A recommended in the draft EIS.
	Dino Drudi

315 N. West St. Alex., Va., 22314 Ed Wallace I support the idea and I hope it becomes a legislative priority. Ellen Armbruster I support the project and the preferred alternative--Action alternative A. I am concerned that the proposed mitigation of the bike/ped bridge will never get built since it won't be constructed until after the rail bridge is completed. Once the trains are running on the new bridge there will be no motivation to build the bike/ped bridge. What mechanism does the authorizing agency have to ensure the bike/ped bridge is completed? I would like to see this issue discussed in the Final EIS. Thank you Ellie Curtis This project seems like a good way to increase the reliability and overall capabilities of transportation to and from D.C., but I have some concerns about the construction process. Because a large part of the construction will take place over the Potomac River, requiring barges to move workers and supplies around I am worried about potential for excess pollution into the river during the construction period. Additionally, the EIS said that because of the project more pollution would be sent to the Chesapeake Bay. This seems unwise, as the Chesapeake Bay is already over-polluted as is and really cannot afford to take on more pollution. Finally, I am in favor of developing a bike path, but as it would require it's own bridge I would like to see a cost benefit analysis of whether it is worth it to create an entire new bridge in order to accommodate a bike path. Eric Cassel Good afternoon. I come to -- or my name's Eric Cassel. I'm President of the Friends of Long Bridge Park and an Arlington resident. I'm actually a Crystal City resident. We've -- being in Crystal City with all the dramatic changes, we're very much interested in livability of the area, and have been working hard on that issue. Amazon, and their HQ2 original proposal, has a tremendous amount of bicycle storage and their expectation of usage, and we're very concerned about how those bicycles get around. Clearly, something like this where the 4(f) Mitigation is important, we're also concerned about, you know, how transportation is, in general, making sure there's enough trains and things like that to get people in and out by -- instead of cars. So in the park itself we're also concerned about connecting to things and making sure residents and users of the park can get where they need to go. And we're very pleased to see the 4(f) Mitigation, and given that the park is in both our park and the George -- GW Parkway and associate parks, we need something like that for our mitigation. So in that sense where -- that is good, and we look forward to having, actually, a connection pedestrian built. Thank you. Eric Lotke Dear Neighborhood Planning Manager Anna Chamberlin,

If we're building a bridge, of course it should include bike lanes.

Regards, Eric Lotke 253 N. Columbus St Arlington, VA 22203

Evan Handy	Dear Neighborhood Planning Manager Anna Chamberlin,
	The bike-ped plan for the Long Bridge is a fantastic opportunity to improve active transportation across the Potomac River. This opportunity will not come again for perhaps decades.
	Please support the Long Bridge bike-ped crossing plan!
	Regards,
	Evan Handy
	236 11TH ST SE
	Washington, DC 20003
Geoffrey Long	I use the Mount Vernon Trail to commute by bicycle from Alexandria to the District, four days per week. I see that the EIS proposes that construction impacts to the trail be minimized, and I'd like to emphasize the importance of this. Closing the MVT for years would have a daily impact on my commute, and on the commutes of many others. The proposed pedestrian bridge is puzzling, Much as I love any new bike infrastructure, the bike/pedestrian path on the 14th Street Bridge provides reasonable capacity and access to downtown, and the proposed bridge would only go to Potomac Park. I don't see how the new bridge increases access to DC. Perhaps the money is better spent elsewhere. Thank you.
Japhet F Wasserman	our transportation system is a joke compared the developed world we should be able to ride a train from Richmond to Baltimore at least - Miami to Boston would be even better
Jared Noetzel	Please preference the creation of a bike and pedestrian bridge in the final proposal.
Jason E Floyd	I strongly support the idea of a dedicated pedestrian/bike crossing as part of the long bridge project. Providing a dedicated crossing that does not exposed people to the hazards of motor vehicle traffic should help greatly in increasing the number of people who use bikes or similar means of transport for trips across the Potomac. I would expect this would yiled large societal benefits in terms of health and reduced need for personal car usage.
Jesse Bushman	Dear Neighborhood Planning Manager Anna Chamberlin,
	I just want to say I support the Long Bridge project. I've commuted to work by bike for years and it's a great way to go. I live in Alexandria and work in the heart of DC and it takes me less time to get there on a bike than driving a car or riding the train, only costs as much as it takes to maintain the bike and gives me exercise. There are a lot of people who bike and if the routes are shorter and more convenient, as they will be with such a bridge, more people will do it, which will get them off the roads, reducing traffic and pollution. And DC's biking infrastructure is getting better so it can accommodate more cyclists. It really is an ideal way to commute and anything you can do to foster that would be really appreciated by many people.
	Regards, Jesse Bushman

6265 Gentle Lane Alexandria, VA 22310

Jim Durham

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

The proposed pedestrian and bicycle bridge will provide significant benefit to the large number of Virginia and other residents who use the Mount Vernon Trail for fitness, recreation and transportation. Many of the existing pedestrian and bicycle bridges across the Potomac River are either dangerously narrow, difficult to get to, or already near capacity during peak travel hours. A new pedestrian and bicycle bridge will give trail users another option to reach DC and likely increase the number of Alexandria residents who walk and bike instead of drive, consistent with Alexandria's Environmental policies and plans.

Please also consider improvements to the plans such as (1) Increasing platform size to accommodate a wider variety of bikes. The platforms on the ramp between the Mount Vernon Trail and the bridge are not wide enough to adequately accommodate all trail users such as those riding cargo bikes or tandem bikes, or pulling bike trailers or trail-a-bikes. (2) Build the pedestrian and bicycle bridge at the same time as the rail bridge to reduce the amount of time that the Mount Vernon Trail will be impacted.

- (3) Include construction of the Gravelly Point bypass which is currently in the National Park Service's Paved Trails Plan. This bypass would help mitigate the risks associated with increased trail traffic.
- (4) Incorporate railing design that does not reduce the effective bridge width, which occurs when users avoid proximity to a vertical barrier.

Thank you in advance for your consideration of our comments. We look forward to the positive impacts that the new Long Bridge rail, pedestrian and bicycle bridges will bring to our region's transportation network.

Regards, Jim Durham 622 Fort Williams Pkwy Alexandria, VA 22304

John Armstrong

Yes! We need both pedestrian and bike paths on the new bridge. Please help people travel safely to/from DC and Arlington without getting into a car. Reduces congestion, good for health, good for the community.

John Shellito

As a part of the Long Bridge Project, an additional Amtrak station should be added at Long Branch Park/Crystal City/National Landing. This would facilitate greater ease of Amtrak travel for those in Northern Virginia who are looking to connect to an extended northeast regional train service (or to Richmond). There is no reason why the northeast Regional train service has to end at Union Station. regular Amtrak commuter routes should extend all the way to Richmond, and Crystal City/Long Branch Park/National Landing could be a key

stop along the way. Thanks for your consideration. John Jonathan Elkin Please build this! We need more inter-city and commuter rail. Please also build the bike/pedestrian access plan that would connect between Virginia and the Wharf. While you're there, add or improve the existing bike/pedestrian access point on East Potomac Park near the tennis courts. Currently the bike/pedestrian access between East Potomac Park and the Wharf is very narrow, next to the 395 on-ramp. It's a harrowing trip. Improving this middle access point would improve bike/pedestrian traffic between VA/E Potomac Park/the Wharf and improve business/ National park usage on all points. Get Amazon HQ2/associated Crystal City developers and The Wharf developers to chip in for this, not NPS or federal DOT funds. The developers will make millions from improving pedestrian/bike access between these three points and they should pitch in for this critical investment. Jordan Thank you for updating the proposal to extend the western end of the bike/pedestrian path to Long Bridge Park. This will significantly Riesenberg reduce walking and cycling distances and travel time for those traveling directly between the District and Pentagon City/Crystal City, versus the currently available cycling routes. While extending the bike and pedestrian path eastward to Maine Avenue over the Washington Channel was found to be infeasible due to space constraints, please consider extending the path to come down at grade on the eastern portion of Ohio Drive Southwest (as opposed to the currently proposed western portion of Ohio Drive Southwest). It appears there is space (about 29 feet or so between the freeway and current railroad tracks to bring the bike and pedestrian path that far). As currently proposed, if a cyclist or pedestrian is coming across the Francis Case Memorial Bridge, getting to the new crossing would require traveling about 0.72-0.80 miles depending on whether one uses a southern or northern route. If the bike and pedestrian path were to be extended to the eastern loop of Ohio Drive SW, that distance could be reduced to about 0.47 miles. Using the shorter base case route, and assuming 3 mph for pedestrians and 9.6 mph for cyclists, this shorter route would result in five minutes of travel time sayings for pedestrians and 1.6 minutes per cyclist. Additionally, please consider one or two small "bulbouts" on the bike and pedestrian bridge to give users a place to stop and take in the view without getting in the way of other path users. Thank you for your consideration. Joseph Conway Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support a bike-pedestrian crossing for the Long Bridge Project, and it is critical that the crossing remains part of the plan. As you know, a bike-ped path on a new Long Bridge has massive support. Providing a Potomac River crossing that essentially parallels I-395 can only take cars off that busy interstate, which is good for the environment and for the health of residents on both sides of the

river. (See how successful the Key, Roosevelt and Memorial bridge crossings are already.)

The Long Bridge has the potential to be a marquee crossing of the Potomac, supporting the area's transportation and environmental goals. For the project to be a success, a bike-pedestrian crossing must included now, rather than after the initial project is complete.

Regards, Joseph Conway 4740 20th Rd N

Arlington, VA 22207

Judd Isbell

I am writing to provide comment on the Long Bridge Draft EIS. I fully support construction of a new Long Bridge and the improved rail transportation that it will provide to the region.

I am a regular user of the Mount Vernon Trail and also fully support the construction of a pedestrian and bike bridge as an appropriate mitigation for the additional noise, impact to viewshed and loss of mature trees that will occur because of the project. These impacts are accurately described in the Draft EIS.

I encourage the mitigation plan to construct the pedestrian bridge at the same time as the rail bridge. As an occasional tandem rider, I also ask that the plan for the ramp between the trail and the bridge include platforms that can accommodate bikes with longer wheel bases. Cargo bikes are incredibly popular for parents with children and the bridge should ensure that they can safely make the 180 degree turns in the current concept.

Thank you for your consideration.

Judd Isbell Arlington, VA

Katy Lang

Good afternoon,

I am glad to hear that a bike-ped crossing could be accommodated with any alignment option. I encourage the bike-ped bridge design and construction be contracted out at the same time as the railroad bridge; otherwise I fear it will be delayed unnecessarily and prevent this critical connection for people on foot.

Thank you, Katy

--

Katy Lang

Carolina Planning 2018

973-768-9833

Ken Notis

Hello. My name is Ken Notis. I live in Alexandria. I work in -- near the Navy Yard. I'm a fairly regular bike commuter over the 14th Street Bridge, as well as a member of Alexandria Bike-Pedestrian Advisory Committee. I'd like to support the preferred Alternative and, in particular, the use of a bike-ped bridge element as a mitigation tool. I think it has a lot of in addition to providing an improved way for people to commute in a environmentally friendly way. I think it'll help the 14th Street Bridge side path as well. Today there's a lot of conflict. I mean, there between cyclists and pedestrians going in different directions, some pedestrians taking advantage of the views from the 14th Street Bridge side path. This gets especially significant around Cherry Blossom time and other times of peak tourist use, which affects the national parks. Getting more of the site by commuters off of that bridge and onto a bike-ped bridge next to the Long Bridge would probably improve the experience for the pedestrians using the 14th Street Bridge, and the people going to the Jefferson Memorial at Cherry Blossom time. It would also support the goals that both Arlington County and City of Alexandria have in improving bike and pedestrian mode-share, and reducing auto usage in those jurisdictions. Thank you very much.

Ken Schwartz

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Ken Schwartz 6051 27th Street N. Arlington, VA 22207

Kevin B McDonald

Hello,

I would like to comment that part of the 4(F) mitigation strategy should be to incorporate a commitment by the sponsoring parties to repaint both the existing Long Bridge over the Potomac River and the rail bridge over I-395 in the District of Columbia. Both are in disgraceful visual condition with rust and graffiti. Given that both are essential elements of the Project (in addition to the new facilities recommended in Alternative A) and mitigation measures are necessary, a more visually appealing project is essential to ensure the proposed alternative does not negatively impinge on overall viewshed in the corridor. Painting these facilities will help accomplish that goal.

Thank you.

Kyle Streepy

I support the Long Bridge Project because it is currently holding back an expansion of rail transit in Northern Virginia. I was a frequent VRE rider previously and was familiar with waiting on freight train to pass before entering the bridge. The growth of the region

	demands increased transit options and expansion of rail travel. It will relieve congestion along I-95, and reduce the number of cars on
	the road with more rail travel routes available.
Larry Lee	It seems to me that including a bike/ped lane on an existing construction project would be preferable economically and logistically to building a completely separate bridge at a later time. It may not even happen.
Leeann Sinpatanasakul	Dear Ms. Youngbluth:
	I am writing to express my strongest support for the bike/pedestrian bridge portion of the project. I am glad to see that the bike/pedestrian bridge is included in the designs and I urge its adoption in the final EIS.
	Specifically, I strongly support constructing the bike/pedestrian bridge at the same time as the rail bridge, so as to save on time and construction costs, as well as to provide a new bicycle/pedestrian option soonersaving lives with a safe, dedicated facility in the process.
	I am agnostic as to whether it should be a separate bridge or part of the rail bridge.
	I support its extension on the Arlington side into Long Bridge Park. However, I also urge the team to extend the bridge on the DC side past East Potomac Park and bring it all the way into DC. The current crossing from East Potomac Park is narrow and unsafe for bicycle (or frankly pedestrian) travel. To be truly multi-modal, we need strong, safe connections from jurisdiction to jurisdiction.
	In closing, I urge you to construct the bike/pedestrian bridge at the same time as the rail bridge, and to fully extend it into DC proper.
	Thank you for your time.
	Best Regards, Leeann Sinpatanasakul
Lisa K Smith	I FULLY support the Long Bridge expansion project. It makes total sense and has the potential to be life changing for me by giving me an opportunity to move farther out of the congested Fairfax area by giving me an attractive commuter option that is high-speed rail.
	It would also be wonderful to hop on it and go visit Baltimore as a tourist without having to slog through road traffic. What a wonderful idea that is!
Lisa Kaplowitz	I strongly support the proposed Long Bridge Project to expand/replace the rail Long Bridge over the Potomac to enhance rail travel up and down the East Coast. I frequently take Amtrak North from Alexandria and cross the Long Bridge - it clearly needs to be upgraded and expanded. Traveling by train is more comfortable, safer and more productive than driving - I travel by train to Philadelphia and New York City often and with high speed rail would travel by train to Baltimore as well. the tima has come to upgrade and expand the rail bridge over the Potomac - it is long overdue.

Lisa	Kap	lowitz
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Margaret Gendron

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the Long Bridge project because it is very clearly a bottleneck for the region. I take the train from DC to Richmond regularly, for work, as do many of my colleagues, and we always get delayed at Long Bridge because freight has the right of way and we need more tracks so passenger rail and freight rail are not competing with one another. Please make sure that DC is at the table and helping move this project forward, including the bike/ped bridge because it is ridiculous that in 2019 we would create transportation projects without including ways for people to walk or bike. Our planet is dying, we know that. No one wants to give up their car, we also know that. All of us rely on public transportation to support our mobility, we also know that. Soooo, the easy answer to this project is to get it done and move on! Thank you for your commitment to the city and support of a regional perspective because borders are lines on a map, and I am pretty sure when folks move around for work, school, and doctors visits they don't stop at the borders of their state. Be well and keep up the good work, Maggie

Regards,

Margaret Gendron

3851 Newark Street NW D-460

Washington, DC 20016

Marjorie Colletta

I love the idea of my tax dollars going to a high speed train. Please consider me a voter who approves making Longbridge a 4 track bridge.

Mark Scheufler

Please consider revising the requirement for two tracks to be in service at all times throughout construction.

Freight and Passenger trains should be rerouted for 5-15 days to allow the three new 4-track bridge structures at Ohio Drive SW, Washington Channel, and Maine Avenue SW to be rebuilt simultaneously.

This could greatly decrease the construction time and costs associated with a longer timeline.

This is similar to the Cameron Run bridge replacement in Alexandria that was done over a long weekend.

https://www.alexandriava.gov/RailroadBridge

< https://nam04.safelinks.protection.outlook.com/?url=https://sa62Fw2Fwww.alexandriava.gov%2FRailroadBridge&data=02%7C01%7Clfarmer%40vhb.com%7C838fb78a64fd4d7b2c0908d75a25736b%7C365c5e99f68f4beb89d9abecb41b1a1b%7C0%7C1%7C637076989234667219&sdata=g1TQC9Vsfto3InlHcu6oMnMkcK0tcf4iVu1Rr348L6E%3D&reserved=0>

	Thanks, Mark Scheufler
Michael Greene	Dear Neighborhood Planning Manager Anna Chamberlin,
	Great idea and long overdue. Current 14th St Bridge Crossing is very utilitarian. This new crossing with the railroad bridge will be a magnet for activity like the Brooklyn Bridge crossing in NY. Let's GO!
	Regards,
	Michael Greene
	7300 Rebecca Dr
	Alexandria, VA 22307
Michael Hong	I am writing to express my support for including a bike/pedestrian bridge across the Potomac River as part of the Long Bridge Project. With new development in Crystal City (Amazon HQ2) and in southwest DC (The Wharf), it's important to improve and expand transportation options that include cycling and walking.
	The societies of Anh. Characteristics for all mathesis in a large transfer and the first of the formation in a social section.
	The existing 14th Street bridge bike/ped path is inadequate to handle large amounts of bike/ped traffic. A better connection is needed. The Long Bridge Project would be an ideal way to address the inadequate bike/pedestrian infrastructure between Arlington and DC.
	The bike/pedestrian bridge should connect Long Bridge Park with the nearby Mt. Vernon Trail and East Potomac Park. While it would be ideal to have such a bike/ped bridge further connect Arlington with L'Enfant Plaza, I recognize that there may not be sufficient space to extend the bike/ped bridge past East Potomac Park to Maryland Ave. and L'Enfant Plaza. Any northward extension of the bike/ped bridge past East Potomac Park would be welcome to the many DC, Arlington and Alexandria residents, workers and visitors who bike, walk and run across the Potomac River. Thank you.
Michael Ragsdale	Throw my name in the hat for Alternative B. Yes it will cost more and take longer, however I feel that by replacing the existing structure now as part of the overall project: we would save money in the long run by not having to pay as much in maintenance. Also, the existing bridge is going to have to be replaced someday anyway, so why not get it out of the way? I travel between NFK and BWI to visit my girlfriend's family in Maryland and I look forward to NFK (and maybe NPN someday?) being able to have more Amtrak trips thanks to a new Long Bridge.
Molly Marlatt	I support spending on Long Bridge being updated to expand the rail lines and allow for future high speed trains. With Amazon coming to NOVA and all of the growth in general, we need options like this for the region.
Neil Flanagan	I am writing in support of building the bicycle/pedestrian bridge at the same time as the new bridge, because simultaneous
	construction will reduce its ecological impact, compared to two periods of construction. Furthermore, it is a necessary compensation for the increased frequency of diesel trains this project will permit.
	DEIS Figure 2-1 shows a doubling of CSX trains through the area by 2040, along with increased track use from other freight railroads

and commuter rail that generate revenue for the company. All of these trains will be powered by diesel motors, an established source of particulate and carbon emissions. Additionally, as noted in Section 6, petroleum and inorganic chemicals will drip from ties, grease drippings, and cleaning materials during operations. The effects of both airborne and stormwater pollution will be increased with increased operations.

To address this impact, some form of positive investment is normal and necessary, similar to the pedestrian and park improvements made during improvements to the Virginia Avenue Tunnel. A pedestrian/bicycle bridge, with adequate connections to neighborhoods is an excellent way to reduce particulate and stormwater pollutants in compensation by reducing private automobile use. Substitution of private automobile use is not feasible without adequate human mobility infrastructure like the bridge. The 14th street bridge sidepath is congested and dangerously narrow, with poor access to major job and residential areas on either end.

The compensatory pedestrian bridge should be constructed at the same time as the main bridge to limit costs to the public and minimize the impacts of construction to water quality, RTE species, recreation, and wetlands. Separate construction, possibly under separate contracts, would require separate staging and reduce equipment and logistic expenses. This will increase costs to the public and increase the construction time, necessarily increasing the environmental impact of this necessary compensation for increased pollution from the rail bridges.

One comment on the design of the pedestrian bridge:

Ramps with sharp turns at either end are unacceptable bicycle/pedestrian infrastructure, and should be redesigned for evaluation in the FEIS. Bicyclists cannot safely ride down ramps with those turns. This tight turn, combined with the low visibility of the turn will lead to bike/bike and bike/pedestrian conflicts. The design presents a serious risk of injury and inconvenience that would never be acceptable on a new construction roadway or railroad. The ramps must be designed with safe curves and stairs.

Thank you Neil

__

Neil Flanagan

1641 New Jersey Avenue NW, Washington, DC 20001

Pamela Van Hine

Dear Ms. Chamberlin:

Thank you for giving the public an opportunity to respond to the DDOT/FRA DEIS, Draft Section 4(f) Evaluation, and Draft Section 106 for the Long Bridge Project.

I am a long-time resident of the Aurora Highlands neighborhood in south Arlington County. Before retirement I regularly walked or ran to my job in SW DC, using the bike-ped path on the north side of the 14th Street Bridge. In retirement I still enjoy long walks and runs to keep in shape and prepare for the Marine Corps Marathon. I frequently travel by foot along the Mt Vernon Trail and to and from DC.

I am very glad that the multimodal bike-ped passage over the Potomac is the key requirement for the 4(f) mitigation for the Long Bridge Project. I look forward to using the connections from both the northern end of Long Bridge Park and the Mt. Vernon Trail and landing in DC.

I am concerned that the proposed bike-ped passage will not be built simultaneously with the new RR bridge. I am also concerned that the building of the bike-ped passage is not part of the Long Bridge Project. My understanding is that DRPT is responsible for building the bike-ped and that any extension of pathways on the DC side would be the responsibility of DDOT.

How do we ensure that the bike-ped passage is actually built, if it cannot be built with the new RR bridge? How do we ensure that the new passage connects to the end of Long Bridge Park and to the Mt. Vernon Trail? How do we ensure that DDOT and/or others extend the passage from the landing on East Potomac Park to where cyclists and pedestrians want to travel - to the new SW DC waterfront and to L'Enfant Plaza? We need the completed connection from the DC waterfront to Crystal City for both neighborhoods to thrive.

Thank you,

P. Van Hine 2019-10-28

Paul Cantrell

I am writing to support the Long Bridge DEIS expansion project. Specifically, I support the preferred alternative as it anticipates and provides for current and future needs by doubling the capacity all at once. This will allow for a reasonable level of service capacity increase to address modest estimates of the current and anticipated growth in demand for reliable, intercity train service, reduce commute times (which means increased productivity and quality of life), and the need for costly road capacity increases. This will be much cheaper in the long run from an macro transportation management perspective and will contribute positively to a slowing of environmental polution related to the otherwise projected increase in running car/bus traffic that will occur in the absence of train service increases. I ask that this project move ahead as quickly as feasibly possible.

Paul Kaplowitz

I very much support the building of another Rall span across the Potomac River next to the current Long bridge span. This will greatly improve improve the efficiency of commuter rail transport into and through the district and allow high-speed rail to be developed in our region

Paul Leiby

Dear Neighborhood Planning Manager Anna Chamberlin,

I am writing in strong support of the Long-Bridge bike-ped crossing. This bike-pedestrian crossing mitigation measure for the Long

Bridge Project is an EXCELLENT idea. While more people turn to biking/waling as efficient, sustainable, and healthy ways to travel, tragically bicycling and pedestrian fatalities are rising sharply. This even as other traffic fatalities decline.

The bike-pedestrian crossing needs to remain part of the Long Bridge Project, to make the DC metro area a modern, safe city for all to travel in.

The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for _everyone_.

Thank you.

Regards,
Paul Leiby
7 W Myrtle St

Alexandria, VA 22301

Peter Horton I would like to voice my support for this project and hope that it is perhaps even built over capacity in order to support future rail development in the area. Growing rail is critical to meeting our environmental goals!

Peter Richman Dear Neighborhood Planning Manager Anna Chamberlin,

I live in Ward 4 and regularly visit Crystal City. Right now, making the trip by bicycle is incredibly difficult and oftentimes dangerous. As HQ2 comes online, traffic and congestion is only going to get worse.

I strongly support the addition of biking (and pedestrian) infrastructure to the Long Bridge Project. This will make our region safer and more accessible while improving quality of life for all.

Regards, Peter Richman 1733 Upshur St NW Washington, DC 20011

Renee Greenwell

Richard

Archambault

Ron Erdmann

I fully support upgrading the long bridge rail bridge to accommodate increased traffic at higher speeds.

I support the increase in capacity across the Long Bridge corridor. High Speed Rail should be a national priority, but until then we can build capacity and enable regional High Speed Rail between VA, DC, and MD.

I could not be at the hearing, but I totally support a bike trail that is proposed for the Long Bridge Project. While there are numerous bike trails in the area, this would be a great connection between Virginia and DC. Please support this bike trail development.

	Ron Erdmann Rails to Trails Member since 1987
Steve Szibler	Steven Szibler. Resident of 5E06. I support bicycling and pedestrian considerations as a key part of this project. I expect to see a strong emphasis on the best possible multimodal project currently possible. Pedestrian and cycling infrastructure is important for both safety and our environment. Thank You.
Tom Korns	Hello. I'm Tom Korns, and I'm from Arlington, Virginia. I'm one of many active citizen planners in Arlington. I've been at it for since the early '80s, neighborhood planning commission, and I was an early advocate of pedestrian facilities, and apparently I was part of the stream that Arlington's been successfully addressing. I don't have a preference for either the A or B choices, but I definitely have a preference for a downstream location for the bike bridge. I've experienced walking across the 14th Street bridges. I've also had considerable experience walking across the railroad bridge. I always preferred the railroad because the environment was far quieter, and the cacophony in the zone between the railway and the and highways is not just noise, it's visual as well. It is just a very difficult place for pedestrian, and a much preferred location would be downstream from all the bridges. As I understand it the bridge is a much lighter component. They are longer spans on lighter foundations, pylons, and this does give you know, it is an easier design. There are some issues with how it ends. I don't think it's so much on the Hains Point side. Ideally, it would be at the wharf. There was a Ponte Vecchio proposed in the '70s, early late early '70s, late '60s, I think by Arthur Cotton Moore, to build a bridge from the where the wharf is now over to Hains Point which was all, you know, pedestrian bridge was shops and things on it. Well, it seems a little closer to happening in our guess, but the idea of a bridge for cyclists and pedestrians that have respites on them, there are access to the views, and is what I see when I've experienced walking a much quieter railroad bridge. So I would like to encourage looking at that Alternative. And I encourage the bike groups, and I'll be talking to them to get on board. This you haven't this is has not been designed as they the site as the site has as there are issues with it as far as where it ends on the Virginia side, but I just want to
Tyler Wean	Hello, As an Arlington resident who crosses the Potomac to DC almost everyday, I want to put my support behind the Long Bridge Project. This is a critical piece of our regional infrastructure that will have a huge benefit to the DC region, as well as the entire east coast. I also want to add my support that the project include a bicycle and pedestrian component, which would also be a huge benefit for connection to the great trails that we have in the DC area. Thank you, Tyler Wean
Wayne Rose	I believe that this is a very important project to complete so we can eliminate this bottle neck. With ever increasing congestion on I-95, we need to create alternative modes of transportation and this project will help facilitate the creation of high speed rail and increase much needed commuter rail. I support the EIS documents evaluation of pedestrian and bicycle access and hope that this will be included in the rail project.

William	Mark
Habeeb	

This is a vital project for the entire metro region. For a relatively modest cost we can immensely expand rail service and take cars off the road.

William Irwin

MR. IRWIN: All right. Hello. My name is William Irwin, and I live in the 500 block of N Street, SW. I'm a neighbor. And, perhaps, it's odd that I'm the first witness in your formal hearing because my views aren't really about the important regional infrastructure considerations, but instead it's a focused local issue that the Long Project is for me and for my family, and my neighbors. I followed the project for years and have participated in every public comment period availed to me. You've been witness to my consistent views. To summarize. I support bicycle and pedestrian accommodations as a mitigation, a 4(f) mitigation, that must be included when this project is eventually approved and permitted. While the EIS documents, that the bike and pedestrian accommodations are not part of the published purpose and need, that view is discounted in my mind by the fact that multimodal accommodations have been consistently highlighted within all transportation planning documents prepared by the district, by the National Park Service, and other relevant federal agencies as essential components of infrastructure projects of this size. With that, it's arguably disappointing. It's a disappointing miss that multimodal accommodations are not part of the official purpose of need because I would expect early and easy alignment with planning documents of every stakeholder jurisdiction within the project ring-fence. The multimodal expectations are far from flippant, as there are safety considerations and important to me as a regular bicyclist. My detailed comments are already part of the project record in several places, but suffice it to say we need something better than the two narrow paths that exist on the 14th Street Bridge in a crazy mixing bowl that path leads to at the intersection of 15th Street and Maine Avenue, SW. That's why I originally coined the Long Bridge Project as an opportunity of the century, something more grandiose than anything I've ever seen in my decades as a son of Washington. All the more important, given the swelling residential development immediately around us in southwest DC, as well as the anticipated changes across the river with the realization of Amazon HQ2. So let's do the right thing on this one. Let's take the steps to ensure that all of us join you as strident supporters of the rail improvements you seek for the Potomac crossing. If you align with the expectations of all those relevant planning documents you will indeed have that local support. Thank you.

Wyatt Gordon

Could you please ensure there is a bridge just for people walking and on bikes so that we can connect trails on both sides and help people truly commute multi-modally?

Thanks!

Yvette White

I am writing in support of the separated pedestrian and bicycle bridge as part of the Long Bridge Project as it provides an important connection between Virginia and DC. Having this connection will provide an active transportation avenue for bicycle commuters, walkers and non-motorists. It is important to provide infrastructure for non-auto transportation which is safe and comfortable.

Regards, Yvette White Annandale, VA

Zachary DesJardins

Hello, I support building the trail bridge attached to the rail bridge and support extending the trail to Maine Ave and the Anacostia Riverwalk Trail there. Be sure and build the bridge with supports for future electrification and catenary.

Zachary DesJardins Please curve the bike path approaches because the current 90 degree angle is unsafe and not compliance with best practices which require curves to accommodate tandem bikes, longer cargo bikes, and assist emergency vehicles in accessing the bridge. The bike path should also be 20' wide at minimum, not 14', because that is the best practice for safe spacing between people walking and biking. Finally, close the ramp from 14th St onto Maine Ave because it is pointless, it was replaced with nearby ramps in the 60's and would ease construction. Close the ramps on East Potomac Island to easily allow the bike path to directly connect with the Anacostia Riverwalk path.

Zachary Schrag

I support the construction of a bike-pedestrian crossing for the reasons stated on p. 34 of the Long Bridge Project DEIS. Thanks.

Zachary Schrag Arlington

Virginians for High Speed Rail Form Letter

Aaron Lam

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Aaron Lam

1908 Reston Metro Plz. Apt. 1108

Reston, VA 20190

Abigail Cheever

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Abigail Cheever 1320 avondale Ave Richmond, VA 23227

Adam Roach

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Adam Roach 12475 Rolfe Hwy Surry, VA 23883

Adam Soroka

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Adam Soroka 305 E Poplar Rd Sterling, VA 20164

Agricola Ira

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Agricola Ira 500 East Main Street Ste 700 Norfolk, VA 23510

Alan McCleaf

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Let's regain our rail infrastructure and get more cars and trucks off the highways!

Sincerely, Alan McCleaf 9810 Minuteman Ct Fredericksburg, VA 22408

Allan Carpenter

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Allan Carpenter 336 E McGinnis Cir Norfolk, VA 23502

Allen Irwin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Allen Irwin 1023 Vernon St Alexandria, VA 22314

Allen Muchnick

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Funding and construction of the separate bicycle and pedestrian bridge across the Potomac should be included as an integral component of this project, to expand non-motorized transportation between Crystal City and the Southwest DC Waterfront.

Sincerely, Allen Muchnick 9625 Park St

Manassas, VA 20110

Amanda Yoder

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Amanda Yoder 337 Velva Dr Chesapeake, VA 23325

Amy Carlheim

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Amy Carlheim 14705 Midship Woods Ct Chesterfield, VA 23832

Andrea Pitman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Andrea Pitman 12418 Buffalo Nickel Dr. Midlothian, VA 23112

Andrew Gregory

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Andrew Gregory 8606 Boones Trail Rd. Chesterfield, VA 23832

Andrew Hamilton

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Andrew Hamilton 3953 Persimmon Drive, Apt 202 Fairfax, VA 22031

Andrew James Austin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Andrew James Austin 8305 Flinthill Drive Richmond, VA 23227

Angela Adams

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Angela Adams 1201 N Danville Street Arlington, VA 22201

Angela Lynn

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I take the trains to DC every chance I get for meetings and classes $% \left\{ 1,2,\ldots,4\right\}$

We need to invest more in our rain service

Sincerely, Angela Lynn 4601 Grand View Dr Charlottesville, VA 22901

Angela Ziama

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Being able to leave the city to broad your perspective about different places and people is a good thing. The world is larger than my backyard. I enjoy seeing it while riding the train.

Sincerely, Angela Ziama PO Box 6540 Roanoke, VA 24017

Ann Harrod

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need to think ahead and not stand still with our heads in the sand. Rail/trains take a lot more people than roads ever could, and more safely.

Population is growing in metropolitan DC area, and we need to construct more rail transportation.

Sincerely, Ann Harrod 1512 Bremerton Ln Keswick, VA 33947

Ann Pierce

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

WE need greater passenger rail capacity from all parts of Virginia to and from Washington DC.

Sincerely, Ann Pierce 5313 W. Grace St Richmond, VA 23226

Anna Fischer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Yes, we need the Long Bridge expansion as soon as possible to add greater capacity and efficiency for our Virginia, Capital area, and Northeastern regional rail corridors! Thank you.

Sincerely, Anna Fischer 4502 Demby Dr Fairfax, VA 22032

Anne Ambler

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

My support for increasing rail capacity to the south is partly for my family's own use as well as for the traveling public. The region has a horrible congestion problem--which cannot be solved by building more highways. We need more rail!

Sincerely, Anne Ambler 12505 Kuhl Road Silver Spring, MD 20902

Anupam Barua

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Anupam Barua 8266 Carrleigh Parkway Springfield, VA 22152

Arthur Banks

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We are regular Amtrak riders from the NRV to Florida. We must still travel by car between NRV and Williamsburg & Tidewater area due to very limited service. For this and the many reasons stated above we believe the Long Bridge should be a priority.

Sincerely, Arthur Banks 1951 Sagewood Ln Apt 120 Reston, VA 20191

Ashley Paulus

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Yes, I support two bridges linking DC and VA.

Sincerely, Ashley Paulus 8222 Athena Lane Severn, MD 21144

Audrey Clement

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Way to go Long Bridge Expansion!

Sincerely, Audrey Clement 1530 N Longfellow St Apt B Arlington, VA 22205

Audrey Dannenberg

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Audrey Dannenberg 103 Minor Road

Charlottesville, VA 22903

Barbara Pitts

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Barbara Pitts 506 Piney Point Rd

Yorktown, VA 23692

Barbara Rainville

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Barbara Rainville

2331 Ferndown Lane

Keswick, VA 22947

Barbara Wilkes

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The future of Virginia commerce and commuter travel is at stake.

Sincerely, Barbara Wilkes 4706 Mill Park Drive

Glen Allen, VA 23060

Barry Moore

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Barry Moore

	8504 Bethany Court Vienna, VA 22182
Barry Swedlow	Dear Long Bridge Project Team,
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.
	Sincerely,
	Barry Swedlow
	3623 Old Forest Road Lynchburg, VA 24501
Betty Dobbie	Dear Long Bridge Project Team,
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.
	Sincerely, Betty Dobbie
	5801 S Crestwood Ave
	Richmond, VA 23226
Bill Welch	Dear Long Bridge Project Team,
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.
	Sincerely,
	Bill Welch
	12038 Open Run Road

Ellicott City, MD 21042

Binh Ly

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am very excited about this project as a lifelong resident of Northern Virginia working in Washington, DC. The addition of new pedestrian and cycling connection will also greatly improve quality of life on both sides of the river.

Sincerely, Binh Ly

13703 Kenslow Court Woodbridge, VA 22193

Blair Williamson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Blair Williamson 1230 River Road Charlottesville. VA 22901

Bob Dale

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Bob Dale 7126 Magnolia Cottage Drive Mechanicsville, VA 23111

Bob Maccallum

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Implementing the recommendations of the Long Bridge Study will dramatically increase the speed and convenience of travel for both passengers and cargo, and for automobiles as well as trains. I urge your support.

Sincerely, Bob Maccallum 201 Brookwood Dr Charlottesville, VA 22902

Brendan Westfall

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Brendan Westfall 115 E. Broad St., Apt. 317 Richmond, VA 23219

Brett Young

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Also please make sure there is a pedestrian and room bicycling.

Sincerely,

Brett Young 4573 MACARTHUR BLVD NW APT 303

WASHINGTON, DC 20007

Brian McCarthy

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Brian McCarthy 7026 Bruin Court Manassas, VA 20111

Brian Paulus

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The more (tracks) the merrier.

Sincerely, Brian Paulus 8222, Athena Lane Severn, MD 21144

Brook Sherman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Brook Sherman 2123 seastone trace Chesapeake, VA 23321

Bruce Pensyl

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Please, just do it. Traffic will not get any less so lets be proactive and get ahead of this traffic snarl.

Sincerely, Bruce Pensyl 205 77th. St

Virginia Beach, VA 23451

Bryce Miller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Bryce Miller 509 24th St Apt 6 Virginia Beach, VA 23451

C Lambert

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, C Lambert PO Box 348 Lorton, VA 22079

Carl Taylor

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Carl Taylor

11429 Purple Beech Drive

Reston, VA 20191

Carla Lee

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
Carla Lee
16 Axle Tre

16 Axle Tree Road Palmyra, VA 22963

Carla Vines

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Carla Vines

19 Cross Cut Lane

Fredericksburg, VA 22405

Caroline Corum

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Rail travel is the most efficient means of moving commuters and is critical to managing workforce needs and mitigating traffic congestion. I strongly urge that adequate infrastructure be put in place to support these needs.

Sincerely, Caroline Corum 5122 N Carlin Springs Rd Arlington, VA 22203

Caroline Polk

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Rail service is critically important to reducing traffic in this highly congested region, particularly the I-95 corridor.

Sincerely, Caroline Polk 220 Reserve Blvd. #308 Charlottesville, VA 22901

Catherine Potter

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Catherine Potter 11331 Lafferty lane Fairfax, VA 22030

Chad Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Chad Johnson

330 W Brambleton Ave Apt 414

Norfolk, VA 23510

Charles Skelly

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Charles Skelly 3907 Wythe Ave Richmond, VA 23221

Charles Warren

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As an Amtrak rider this project will provide me with improved flexibility and save me valuable time during my travels to the District and the Northeast Corridor.

Sincerely, Charles Warren 5841 Riverside Trl Richmond. VA 23225

Chris Cuozzo

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Chris Cuozzo 120 Woodberry Road Leesburg, VA 20176

Chris Henry

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Chris Henry 109 E Jefferson St Charlottesville, VA 22902

Chris Lee

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

In addition to the needed increase in rail capacity and decongestion, I support the bike & pedestrian bridge included in the plan. The pedestrian link is a vital addition for recreation, commuting, and emergency egress to & from DC.

Sincerely, Chris Lee

1401 North Taft Street, Apt. 707

Arlington, VA 22201

Christina Ohlrogge

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I hope this enhances the travel time to Washington from everywhere from the southeast and this is why I asked you to support this project.

Sincerely,

Christina Ohlrogge 214 Glen Echo Dr Norfolk, VA 23505

Christopher Forinash

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I also strongly support the ped/bike bridge that will provide a valuable new, low-stress connection between two of the fastest-growing areas in the region, and should be built concurrently with the new rail bridge.

Sincerely,

Christopher Forinash

2237 N Wakefield St

Arlington, VA 22207

Chun-Hung Chen [

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Chun-Hung Chen 5105 Doyle Lane Centreville, VA 20120

Claire Deane

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Signed, Claire Deane Ross

Sincerely, Claire Deane 523 Clauson Rd Richmond, VA 23227

Cody Dedmon

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Cody Dedmon 5025 Sprucewood Ave North Chesterfield, VA 23234

Corinne Blackford

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Corinne Blackford 1203 Fidler Ln, Apt 1105 Silver Spring, MD 20910

cory wright

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, cory wright 9289 Hanover Crossing Drive, APT. i Mecchanicsville, VA 23116

Crystal Mario

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Crystal Mario 1687 Capeway Road Powhatan, VA 23139

Cynthia Connolly

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Cynthia Connolly 153 South Aberdeen St Arlington, VA 22204

Dan Murray

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This will be a true 'Traffic calming' project.

Sincerely, Dan Murray 1128 S Glebe Rd Arlington, VA 22204

Daniel Davis

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This Strong supporter of rail believes we need to move forward on Long Bridge to begin the process of strengthening rail in VA and taking pressure off the DC areas overstressed highways

Sincerely, Daniel Davis

1331 s eads st #1201 ARLINGTON, VA 22202

Daniel Gibbs

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Daniel Gibbs 1917 Elmsmere Ave Richmond, VA 23227

Daniel Klein

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Daniel Klein 3412 Cliff Avenue Richmond, VA 23222

Daniel Kwasny

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I take the Roanoke to Dc Amtrak train quite a bit and it would be amazing if we could get a train that runs on the opposite schedule (day vs. night). My understanding is that without this bridge project, it will not happen. Please support it!

Sincerely,
Daniel Kwasny
1045 Juniper Dr
Christiansburg, VA 24073

Darren Buck

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, the pedestrian & bicycle bridge will provide a valuable new, low-stress connection between two of the fastest-growing neighborhoods in the region, and should be built concurrently with the new rail bridge.

Sincerely,
Darren Buck
925 19th Street S
Arlington, VA 22202

David Bloys

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Please include the ped/bike element as a required mitigation, and construct the ped/bike part concurrent with the rail bridge.

Sincerely,
David Bloys
1313 Q Street NW
Washington, DC 20009

David D Bigness

Dear Long Bridge Project Team,

Jr.

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, David D Bigness Jr. 2016 East Main St Richmond, VA 23223

David D Bigness Jr.

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Just do it!!!

Sincerely, David D Bigness Jr. 2016 E Main St Richmond, VA 23223

David Gardiner

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This is a very important step to lower dangerous levels of carbon dioxide emissions and to curb climate change.

Sincerely,
David Gardiner
2609 11th St N.
Arlington, VA 20001

David Highfield

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I often take Amtrak from BWI Rail Station to Ashland and occasionally to Roanoke, Expanding rail service would be a plus!

Sincerely,
David Highfield
942 LITCHFIELD CIR
WESTMINSTER, MD 21158

David James

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a District of Columbia resident who sometimes travels to Frederick, Richmond, and Williamsburg and prefers to do so by train, I would greatly appreciate the increased service that would become possible with an expanded Long Bridge.

Sincerely,
David James
812 A Street SE
Washington, DC 20003

David Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

David Johnson 1800 Fortress Ct Henrico, VA 23231

David Kaplan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This is the right project to better connect Northern Virginia and DC with the rest of the east coast and to ensure we can operate the commuter and long distance passenger rail that is needed.

Sincerely, David Kaplan 418 Queen Street Alexandria, VA 22314

David Manka

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I regularly ride from Charlottesville to DC on the train. It's great, but the train is almost always overcrowded and often delayed. We need to meet the demand so that more people can ride the train, instead of sitting in traffic.

Sincerely,
David Manka
821 St. Clair Avenue
Charlottesville, VA 22902

David Robinson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

It will also improve Amtrak service provided by the Carolinian (New York to Charlotte) and the other Amtrak trains serving North Carolina - Crescent, Palmetto, Silver Star and Silver Meteor.

Sincerely, David Robinson 3460 Springmoor Circle Raleigh, NC 27615

David Ross

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, David Ross 438 N Armistead St. #303 Alexandria, VA 22312

David Samples

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
David Samples
1340 Free State DR.
Charlottesville, VA 22901

David Shriver

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, pedestrian use in the form of a walkway and bike lanes is essential. DO NOT dismiss their importance.

Finally, DO NOT value engineer out aesthetically pleasing designs. Lasting over 100 years, let's enjoy looking at it.

Sincerely,
David Shriver
5975 Grand Pavilion Way #115
Alexandria, VA 22303

Davin Peterson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need this to add more VRE trains and reduce delays caused by congestion at Long Bridge

Sincerely,
Davin Peterson
13207 Alison St
Woodbridge, VA 22191

Deidre Henley

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We really need this.

Sincerely,

Deidre Henley 3908 Cheyenne Rd Richmond, VA 23235

Denelson Ross

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Denelson Ross 523 Clauson Rd Richmond, VA 23227

Derek Tolagian

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Derek Tolagian 4921 Dollard Dr Richmond, VA 23230

dIANA Vincelli

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, dIANA Vincelli 7761 vARANN Rd Henrico, VA 23231

Diana Young-Paiva

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The increased capacity will benefit all east coast rail passengers, both north and south of the Potomac River by eliminating frequent delays. Improved on-time performance will boost ridership, which will be an environmental and social benefit.

Sincerely, Diana Young-Paiva 324 Blackwell Street Durham, NC 27701

Don Polaski

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I frequently take the train to DC from Ashland, where I teach at Randolph-Macon College. This project will make travel to DC from Ashland more reliable and, eventually, quicker. This will be a great thing for me and my students.

Sincerely, Don Polaski 1313 Brookland Pkwy Richmond, VA 23227

Don Stewart

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

From information provided by Virginians for High Speed Rail it appears that Virginia anticipates that all extensions of NE Direct Trains will serve their Commonwealth only and none to the benefit of North Carolina and other states below them.

Sincerely,
Don Stewart
312 Murray Hill Rd
Fayetteville, NC 28303

Donald Bennett

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We MUST invest in alternatives to the car for the commuting and long distance travel.

Wquipment is old. Infrastructure is crumbling. Only 2-tracks at Long Bridge currently create bottleneck plus no room for more rail traffic.

Sincerely,
DONALD BENNETT
1202 S WASHINGTON STREET #709
ALEXANDRIA, VA 22314

Donald Dinse

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Donald Dinse 6008 Fox Hill Road, York/WMBG/POQ/JCC Firefighters, Paramedics, Dispatchers

Williamsburg, VA 23188

Donald Nuss Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Our roads are clogged by traffic jams causing huge losses in increased gas consumption, wear and tear of the automobiles and loss of manpower. By building the Long Bridge we can ameliorate the situation to a considerable degree.

Sincerely, Donald Nuss 1429 W Princess Anne Rd Norfolk, VA 23507

Donald Zimmer Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

It has long been my view that the single bridge at present is a national security vulnerability. An accident disabling the bridge itself or the approaches to the bridge would not only affect passenger rail service, but all regional rail service.

Sincerely,
Donald Zimmer
1432 Laburnum Street
McLean, VA 22101

Dorothy Farrell Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Dorothy Farrell 2904 Hickory St Alexandria, VA 22305

Dudley Vest

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Dudley Vest 1001 Haxall Point, 15th Floor

Richmond, VA 23219

Dustin Wallace

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Make this happen!

Sincerely, Dustin Wallace 1406 Lake Geneve Drive Virginia Beach, VA 23464

Ed Lawhorn

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Charlottesville, Lynchburg, and Roanoke have overwhelmingly supported establishment of passenger service. In the New River Valley, we will do the same, as our surveys have shown. I support Long Bridge expansion.

Sincerely, Ed Lawhorn 1125 Brook Circle Blacksburg, VA 24060

Edward Lilly

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Edward Lilly 1 Colley Ave., Apt. 1509 Norfolk, VA 23510

Edward Turko

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Edward Turko 15813 HAMPTON FOREST DR CHESTERFIELD, VA 23832

Edwin Locklin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am always in favor of anything that will be to the benefit of Mother Earth. I want a place where my grandchildren can not just survive but thrive. I believe more projects like this one should occupy our Washington dockets.

Sincerely, Edwin Locklin 10812 Balbriggan Court Charlotte, NC 28262

Elizabeth Comer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Elizabeth Comer 509 Woodbridge Ct. Chesapeake, VA 23322

Elizabeth Florek

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Elizabeth Florek 1710 Lyndover Rd Richmond, VA 23222

Flizabeth Hess

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The current interstates in Virginia are overwhelmed and dangerous. My family and I travel significantly on I-81 and I-95, and I repeatedly look for alternate transportation options instead of driving. Please support this project! Thank you, Liz Hess

Sincerely, Elizabeth Hess 20646 Holyoke Drive Ashburn, VA 20147

Elizabeth Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Elizabeth Johnson 3007 Arran Thistle Williamsburg, VA 23188

Elizabeth Scott

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Elizabeth Scott 1203 Wilmington Avenue Richmond, VA 23227

Elizabeth Stewart

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Elizabeth Stewart

98 Wilton Country Lane

Charlottesville, VA 22911

Ellen Boden

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ellen Boden 232 E Beverley St Staunton, VA 24402

Elliott Harrigan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I recommend this bridge ultimately be dedicated for passenger rail solely and the old bridge be for freight

Kind regards

elliott Harrigan

Sincerely, Elliott Harrigan 5413 Patterson Ave Ste C

Richmond, VA 23226

Emily Dooley

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Emily Dooley 114 Riverbluff Circle Charlottesville, VA 22902

Eric Myra

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Eric Myra 2042 Peach Orchard Drive Apt 405 Falls Church, VA 22043

Eric Pugh

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Eric Pugh 310 Monte Vista Ave Charlottesville, VA 22903

Erin Rogers

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I have been watching the deteriorating state of the Long Bridge from the Metro for decades. Also as I regularly ride Amtrak to Williamsburg I know what a bottleneck this crossing is. It long pass time for a 2nd rail crossing, walking & bike lanes.

Sincerely, Erin Rogers

6051 Essex House Sq Unit A Alexandria, VA 22310

Ernest Thomas Greene

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Ernest Thomas Greene

9 Pleasant St.

Hanover, NH 03755

Ernie Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Ernie Johnson P.O. Box 323 Norfolk, VA 23501

Ethan Abruzzo

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ethan Abruzzo 1665 Glenmore Rd Scottsville, VA 24590

Ethan Bowen

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, the pedestrian & bicycle bridge will provide a valuable new, low-stress connection between two of the fastest-growing neighborhoods in the region, and should be built concurrently with the new rail bridge.

Thank you!

Sincerely, Ethan Bowen 4842 Fairfax Dr APT B1 Arlington, VA 22203

Eugenia Burkes

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Let's get more cars off the roads and more passengers on the trains! I support Long Bridge DEIS expansion.

Sincerely, Eugenia Burkes 307 Yoakum Pkwy Apt 1411

Alexandria, VA 22304

Evelina Scott

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Evelina Scott

2561 Perkinsville Road Maidens. VA 23102

Ezekiel Brody

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ezekiel Brody 3225 Condie Street Richmond, VA 23221

Felicia Woodruff

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Again, I strongly support the Long Bridge DEIS expansion project preferred, less costly alternative.

Thank you.

Felicia Woodruff

Sincerely, Felicia Woodruff 605 Gardiner Rd Henrico, VA 23229

Felipe Nascimento

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need much more investment in our train infrastructure and this is a step in the right direction!

Sincerely, Felipe Nascimento 2101 Park Ave Apt 1 Richmond, VA 23220

Flora Valdes-Dapena

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Flora Valdes-Dapena

1603 Hickory St Apt C Richmond, VA 23222

Frances Hooper

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Frances Hooper PO Box 124 Covesville, VA 22931

Garrett Hennigan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, I want to call out how important the trail bridge is to the success of this project. I strongly believe it must be completed in tandem, if not before the rail bridge to bring the benefits of new access to the communities it connects.

Sincerely,
Garrett Hennigan
1031 Newton St. NE
Washington, DC 20017

Gary Harkrader

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The NRV term must be Radford. Radford university students must have direct access to Amtrak-not busing to Christiansburg! Huge Rail

yard in Radford!

Sincerely, Gary Harkrader 2928 Rosalind Ave SW Roanoke, VA 24014

Gary Riggins

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Gary Riggins 2209 S L Davis Ave Austin, TX 78702

Gavin Baker

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, I ask that the project include the bike-pedestrian crossing Preferred Option to mitigate impacts on parks and recreation by improving access to existing parks and providing iconic new views of the monuments and District of Columbia.

Sincerely, Gavin Baker 746 Kennedy St NE Washington, DC 20011

George Payne

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Increasing capacity on this important freight and passenger route from the Northeast to the South is vital to improving gridlock on I-95 and I-81 by freeing up capacity due to diversion of truck-freight to rails. I whole heartedly support this.

Sincerely, George Payne 420 Greenwood Rd. Linthicum, MD 21090

Gerald Stokes

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Gerald Stokes 600 Lewis St. Fredericksburg, VA 22401

Gopal Chaudhary

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Gopal Chaudhary 9257 Kings Charter Dr Mechanicsville, VA 23116

Gregory Cobban

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Gregory Cobban 251 Rocketts Way #251 Richmond, VA 23231

Gregory Otten

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Gregory Otten 438 N Armistead St, #303 Alexandria, VA 22312

Grover Mcdonald

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, GROVER MCDONALD 5142 Kenmare Loop Richmond, VA 23234

Hank Pohl

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Hank Pohl 3222 nestlewood drive Oak hill, VA 20171

Hank Zimmerman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

It is my hope that long range transportation planning will include a bigger share of rail-based options. I do not believe that highway funding and development will ever keep up with the the amount of traffic that results from motor vehicles.

Sincerely, Hank Zimmerman 630 Boyer Road Fort Valley, VA 22652

Harvey Hoffman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

These additional trains & commuter trains will decrease 689 million passenger miles off roads, eliminate the need to burn 20.2 million gallons of gas, and prevent 180 metric tons of greenhouse emissions.

Thank you.

Sincerely,

Harvey M. Hoffman

Sincerely, Harvey Hoffman 3636 Teakwood Drive Virginia Beach, VA 23452

HERB FURSE

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, HERB FURSE 3128 Lake Village Dr Richmond, VA 23235

HERB FURSE

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I think that this is an important step we should take

Sincerely, HERB FURSE 3128 Lake Village Dr Richmond, VA 23235

Herb Treger

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Herb Treger

203 Yoakum Pkwy #1607 Alexandria, VA 22304

horea popa

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, horea popa

115 Robertson Ave Charlottesville, VA 22903

Howard Miller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Howard Miller 6341 Sledds Lake Rd Mechanicsville, VA 23111

Ignacio Pessoa

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Ignacio Pessoa

5305 Foundation Street Williamsburg, VA 23188

Innard Mulcasey

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Innard Mulcasey

Montezuma Castle Road

Camp Verde, AZ 86322

Ira Birnbaum

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ira Birnbaum 3600 Druid Lane Annandale, VA 22003

Ira Birnbaum

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ira Birnbaum 3600 Druid Ln

Annandale, VA 22003

Jack Berry

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jack Berry 401 N. Third St. Richmond, VA 23219

Jack Tuttle

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jack Tuttle 505 Newport Ave. Williamsburg, VA 23185

James Frierson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As one of the millions of Americans who travel the I-95/I-395/I-495 corridors to visit family in Laurel, MD or attend conferences, meetings, etc in the DC area, I am in favor of proposals that will result in reduced numbers of vehicles on these roads

Sincerely,

James Frierson 225 Springwater Drive Columbia, SC 29223

James Irwin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, James Irwin 5423 Libbie Mill West Blvd Richmond, VA 23230

James Lancaster

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I've read the material and agree with the conclusion that this is the best solution for addressing the bottleneck created by the current configuration.

Jim Lancaster

Sincerely,
James Lancaster
2916 Doctors Xing
Charlottesville, VA 22911

James McLaughlin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

It will more expensive the longer we wait. Let's get started now.

Sincerely,

James McLaughlin 792 Jefferson Dr Palmyra, VA 22963

James Miller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, James Miller 507 Elm Ave

Takoma Park, MD 20912

James Miller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I travel through Virginia only a few times a year since my mother died in 2013, but I used to go weekly on WAS-ASD routes. It would be great to see more service - especially if VRE can make deals with NC, maybe even TN to get Knoxville-DC service

Sincerely, James Miller 507 Elm Ave

Takoma Park, MD 20912

james prokop

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The VRE is a great service and keeps many cars off the road.

Sincerely, james prokop 5023 Sewells Pointe Way Fredericksburg, VA 22407

James Schuyler

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, James Schuyler 10319 Cherokee Road Richmond, VA 23235

James Shelton

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I would like to see more rail access over the Potomac so that my family from Richmond can visit my sister in New York, who takes the train instead of driving. This would also allow her to come south and visit us at lower cost with more options.

Sincerely, James Shelton

811 Roehampton Ct North Chesterfield, VA 23236 James Suh Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely. James Suh 11800 Sunset Hills Rd Reston, VA 20190 James Wamsley Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, James Wamsley 7450 Spring Village Dr Springfield, VA 22150 Janak Patel Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, JANAK PATEL 1407 GUNSTON COURT CHESAPEAKE, VA 23322

Jane Green

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, the pedestrian and cyclist bridge should be built concurrently. This will create a safe and convenient connection point between the two fastest growing neighborhoods in the region.

Sincerely, Jane Green 1301 S Joyce Street Apt 4333 Arlington, VA 22202

Jason Fisher

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

More rail public transport options are important for Virginia to do its part to reduce our contributions to global climate change. Additionally, more passengers on trains means fewer cars jamming up our already clogged roadways. Great for Virginia!

Sincerely, Jason Fisher 344 Key West Dr. Charlottesville, VA 22911

Jason Kirby

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jason Kirby

2503 W Grace St, Apt 1 Richmond, VA 23220

Jason Williams

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jason Williams 1899 Trinity Road Troutville, VA 24175

Jay Colavita

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jay Colavita 19592 Glastonbury Lane Leesburg, VA 20175

Jay Markiewicz

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Would like for us to take a new step to reduce the I95 traffic headaches please. This will further open up RVA to DC transit, increasing the overall economic ecosystem.

Sincerely, Jay Markiewicz 7927 Wistar Woods Court Henrico, VA 23228

Jeanne Comeau

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jeanne Comeau 11520 May Ln Orange, VA 22960

Jeff Yutzler

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jeff Yutzler 2500 Terrett Ave Alexandria, VA 22301

Jeffrey Harvey

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am a wheelchair user and rail transport is important for me and other disabled people. Capacity expansion leads to more opportunity

to travel safely and with less impact on the environment.

Sincerely, Jeffrey Harvey 4716 Price Cir

Virginia Beach, VA 23455

Jeffrey Karrenbauer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Jeffrey Karrenbauer 13814 Foggy Hills Court Clifton, VA 20124

Jeffrey Parnes

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The Long Bridge DEIS expansion project is needed to allow increased rail access to our core, as well as allowing MARC and VRE to serve across the river, allowing commuters a one ride trip

Sincerely, JEFFREY PARNES 3153 Ramesses Court Herndon, VA 20171

Jeremiah Strunk

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This is just a small step in the right direction, but a necessary one.

Sincerely, Jeremiah Strunk 7826 Roundabout way Springfield, VA 22153

Jeremy Hoffman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Offering expanded access to alternative forms of transportation like rail service will greatly offset long-term emissions of climate-changing heat-trapping gases as well. Please advance with this project!

Sincerely, Jeremy Hoffman 900 Terminal Place #231 Richmond, VA 23220

Jerry Rij

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Add a personalized message. Please consider this initiative carefully. It is greatly needed.

Sincerely, Jerry Rij 6929 Spanker Dr. Burke, VA 22015

Jesus Camacho

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
Jesus Camacho
35 Charter Gate Drive
Fredericksburg, VA 22406

Jim Bayley

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Completion of this project is essential if Hampton Roads is to ever have more than token rail passenger service to Washington, Philadelphia, and New York. We would truly become a part of the vibrant economy of the Northeast Corridor.

Sincerely,
Jim Bayley
1512 NARBONNE CT
VIRGINIA BEACH, VA 23456

Jim Edwards-Hewitt Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a resident and rail passenger in Northern Virginia, I believe this choice would be best for my quality of life, the transportation

system, and the environment.

Sincerely, Jim Edwards-Hewitt 5606 Asbury Ct Alexandria, VA 22312

Joan Jackson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Joan Jackson 813 Biggin Pond Rd Midlothian, VA 23114

Joe McAndrew

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
Joe McAndrew
761 Kenyon St NW, Unit 1
Washington, DC 20010

Joe Shearin

Dear Long Bridge Project Team,

Sincerely, Joe Shearin

9772 James Crest Drive

North Prince George, VA 23860

John Beall

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I hope that this project gets funded and built in the next 5 years so that I might use it. I am nearly 80 and travel to the D.C. area by train several times a year.

Sincerely, John Beall 2140 Keith Ln

Midlothian, VA 23113

John Craddock

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, John Craddock 1003 Plymouth Dr Stafford, VA 22554

John Craddock

Dear Long Bridge Project Team,

Sincerely, John Craddock 1003 Plymouth Dr Stafford, VA 22554

John D White II

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The Long Bridge expansion project should be implemented as soon as feasible. Delay will only serve to increase cost, exacerbate transportation bottlenecks, and prevent innovation and growth.

Sincerely, John D White II 2041 N Kensington St Arlington, VA 22205

John David Conmy

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, John David Conmy 800 N. 25th St. Richmond, VA 23223

John Davis

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

I take trains 86/85 to and from Philadelphia each week and sit in Alexandria or WAS Terminal due to this congestion most weeks. Please allow this project to happen soon. I like most Virginians am exhausted from I-95. Thank you for your consideration

Sincerely, John Davis PO Box 118 Hanover, VA 23069

John Fay Dear Long Bridge Project Team,

> I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am all in favor of the Long Bridge project. It would make my trips to Richmond a great deal easier.

Sincerely, John Fay 12505 Kuhl Rd Silver Spring, MD 20902

John Jesaitis

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a regular traveller on Amtrak, reliability must significantly improve to make train transportation a viable alternative to automobiles and alleviate vehicle congestion along I-95. Please support this project.

Sincerely, John Jesaitis

14306 Roderick Court Midlothian, VA 23113 John Mason Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely. John Mason 211 5th Street, SW, #106 Charlottesville, VA 22903 John Moutoux Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, John Moutoux 6303 Buffalo Ridge Rd Falls Church, VA 22044 John Siddall Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

of the Nation's Capital.

Sincerely,

This is a critical step in relieving congestion on I-95 as well as the most environmentally sensitive alternative to move people in and out

H-154

JOHN SIDDALL 3800 Old Gun Rd E Midlothian, VA 23113

John Trainer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Over time, more tracks should be added to make sure that capacity is not choked at this critical point. But the most important thing for now is getting the new bridge built.

Best regards, John Trainer

Sincerely, John Trainer 6135 Farver Road McLean, VA 22101

Joseph Berman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Please get this project approved and completed. Interstates 395, 95, and 495 are becoming a nightmare and driving away good paying jobs and the Express Lanes installed are nothing more than a cash cow and not everyone can travel on them due to costs.

Sincerely, Joseph Berman 232 Potomac Avenue #202 Quantico, VA 22134 Joseph Conway

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Additionally, the bike/pedestrian bridge will provide an invaluable new, easy connection between two of the fastest-growing communities in the area. It should be built at the same time as the new rail bridge.

Sincerely, Joseph Conway 4740 20th Rd N, Unit #3111 Arlington, VA 22207

Joseph Trask

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Joseph Trask 395 Wiltshire Crescent Newport News, VA 23608

Joshua McCrea

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Joshua McCrea 219 S Mulberry

Richmond, VA 23220

Kate Wofford

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Kate Wofford 651 Woodward Rd Sperryville, VA 22740

Katherine Hoffman Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a citizen of US and a resident of Central Virginia who appreciates and uses rail travel to Washington DC, I asked for the building of this bridge as a practical safety solution to support improving Commonwealth of Virginia passenger rail network.

Sincerely,

Katherine Hoffman 112 Middlesex Drive Charlottesville, VA 22901

Katherine Wilkins

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Katherine Wilkins

Sincerely, Katherine Wilkins 1428 Minor Ridge Ct Charlottesville, VA 22911

Kathleen Quelland

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Kathleen Quelland 216 woods mill lane Lovingston, VA 22949

Kay Hume

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

A large group of supporters are so interested in the future of passenger rail in Virginia all the way to Tennessee in Bristol and this is the first step toward this goal!

Sincerely, Kay Hume 4487 Post Place #85 Nashville, TN 37203

Keith Shovlin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

I ride the VRE everyday and frequently am dismayed by the slowdowns caused by sharing tracks. Any movement to increased performance of the commuter train system would be welcome.

Sincerely, Keith Shovlin 8702 Pinnacle Rock Ct Lorton, VA 22079

Kelly Craighead

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We support all rail expansion for VA and the Eastern Corridor

Sincerely, Kelly Craighead 12290 Melton Rd Ashland, VA 23005

Ken Anderson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This is the most important rail project for Virginia.

Sincerely, Ken Anderson 3801 Haylors Beach Way Glen Allen, VA 23060

Ken Gill

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Let

Sincerely, Ken Gill 1209 LITTLE HIGH ST

CHARLOTTESVILLE, VA 22902

Ken Notis

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I also strongly support the bike ped bridge. It will add bike commuting capacity, will provide vistas for walkers, and will not only provide direct access between the MVT and Hains Point, but will relieve congestion on the 14th street bridge sidepath

Sincerely, Ken Notis 3001 Park Center Drive Alexandria, VA 22302

Kenneth May

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Kenneth May 116 Jay Rd

Fredericksburg, VA 22405

Kenneth Wynne

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

An important project facilitating Richmond--> DC and other routes.

Ken Wynne Midlothian VA

Sincerely,

Kenneth Wynne

5609 Promontory Pointe Rd Midlothian, VA 23112

Kim Duncan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Kim Duncan

2334 Idavere Rd SW Roanoke, VA 24015

Kriston Rehberg

Dear Long Bridge Project Team,

Show us that you truly care about efficient, clean, and reliable transportation. Sincerely, Kriston Rehberg 2828 Berryland Dr Oakton, VA 22124 Laney McMath Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, Laney McMath 7812 Hermitage Drive Fredericksburg, VA 22407 Laura Naab Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Having taken Amtrak cross-country this summer, I wholeheartedly support this effort to expand the productive rail corridors within Virginia. Sincerely, Laura Naab 15619 Picketts Store Place

Haymarket, VA 20169

Dear Long Bridge Project Team,

Laura Pilati

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Laura Pilati 7218 Margaret Ave Henrico, VA 23228

Lea Hansen

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Passenger rail that is on time and readily available is necessary for economic stability in our society. Our transportation infrastructure has been neglected for far too long, please approve this proposal.

Sincerely, Lea Hansen 14545 Meadow Farm Rd Doswell, VA 23047

Lee Williams

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Lee Williams 4108 Grove Ave Richmond, VA 23221 Lenna Ojure

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We use the train frequently and find it more comfortable than driving or flying. Please increase rail options.

Sincerely, Lenna Ojure 163 Wineberry Ln Lexington, VA 24450

Leonardo Sarli

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Leonardo Sarli 2300, 9TH ST S, STE 303 ARLINGTON, VA 22204

Leshia Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Hopefully the VRE will function like the MARC train with lower fares, more schedules and later hours. If it remains high, it will not increase ridership.

Sincerely,

LESHIA JOHNSON 16740 Capon Tree Lane

Woodbridge, VA 22191

Leslie Calambro

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Leslie Calambro 1903 Barribee Lane Henrico, VA 23229

Leslie Cintron

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Leslie Cintron 5414 Heredity Ln Gainesville, VA 20155

Litt Thompson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Richmond to Washington DC is America's #1 most congested corridor. Please help make this happen!

Litt Thompson

Sincerely, Litt Thompson 294 Pembroke Ln Richmond, VA 23238

Liz McCauley

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Liz McCauley 13119 Applegrove Lane Herndon, VA 20171

Lloyd Brown

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Lloyd Brown 1854 Mintwood Place NW #1 Washington, DC 20009

Lloyd Bryant

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I often prefer Amtrak from Richmond Staples Mill to Alexandria when visiting friends in Northern Va. The return trip is often delayed

due to something going wrong between DC and Alexandria. I support the described plan for improvements.

Sincerely, Lloyd Bryant

12421 Summer Creek Ct Glen Allen, VA 23059

Lou Ferraro

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This expansion of capacity will improve the reliability of our trains, reduce travel times, and allow for the increase of passenger rail service.

Sincerely, Lou Ferraro Old Beach

Virginia Beach, VA 23451

Lowell Smith

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Lowell Smith 111 Pepper Avenue Richmond, VA 23226

margaret feierabend

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We are working hard for rail in Bristol TN/VA. A recent economic study shows positive effects of passenger rail coming to Bristol VA. The study was very conservative and did not look at the Tennessee effects which we know are significant. Thanks!

Sincerely, margaret feierabend 801 Anderson St Bristol. TN 37620

Margaret Ross

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Margaret Ross 12186 Cardamom Drive Woodbridge, VA 22192

Margaret Smith

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need more transportation options in Virginia!!

Sincerely, Margaret Smith PO Box 24 Arrington, VA 22922 Marise Reynolds

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Traffic in Northern Virginia is at an all time high. If this bridge will allow more people to take the train and remove cars from the I 95 corridor, then it is imperative that it be built.

Sincerely, Marise Reynolds 1355 Windy Hill Rd Mclean, VA 22102

Mark Adams

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a commuter from Spotsylvania County to Washington, D.C., I firmly believe this will improve my quality of life and of my neighbors, lessen the congestion on I-95, and reap economic rewards for all regions in the great DC Metro Area.

Sincerely, Mark Adams 9913 Windridge Dr Fredericksburg, VA 22407

Mark Ferguson

Dear Long Bridge Project Team,

Sincerely, Mark Ferguson 822 Day Ave SW Roanoke, VA 24016

Mark Olson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Mark Olson

1225 Dandridge Street Fredericksburg, VA 22401

Mark Perreault

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I also ask that CSX be required to paint and preserve the existing Long Bridge, in the interest of aesthetics in center of our nation's capital.

Sincerely, Mark Perreault 950 Hanover Avenue Norfolk, VA 23508

Mark Pimble

Dear Long Bridge Project Team,

Sincerely, Mark Pimble 1721 Merryhill Pl McLean, VA 22101

Mark Rios

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Mark Rios

715 Montebello Cir Chesapeake, VA 23322

Mark Scott

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Mark Scott 5604 Capito St. Roanoke, VA 24019

Mark Taylor

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Please fund this most important project, we need more train frequency!

Sincerely, Mark TAYLOR P.O box750 BASYE, VA 22810

Mark Trapnell

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Rail travel will get more and more important.

Sincerely, Mark Trapnell 7774 Level Run Rd Long Island, VA 24569

Martin Wheeler

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Martin Wheeler 4024 Jessica Leigh Lane, #108 Charlotte, NC 28269

Marty Calon

Dear Long Bridge Project Team,

I and my wife currently live in Baltimore but will relocate to Fredericksburg in future, buying a residence there now. Given the always unpleasant drive to and from Fredericksburg, we use the rail options as much as we can. We need more VRE service.

Sincerely, Marty Calon 230 Stony Run Lane, Apt 4F Baltimore, MD 21210

Mary Ann Amstutz

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Mary Ann Amstutz 13169 Autumn Hill Lane Herndon, VA 20171

Mary crowder

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Looking forward to its completion!!

Sincerely, Mary crowder 9818 Covent Ct Fairfrax, VA 22032

Mary Dolan Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Urgently needed!

Sincerely, Mary Dolan 2858 Woodbridge Crossing Ct Midlothian, VA 23112

Mary Gallagher

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a former Virginia resident and soon to be retiree back again this bridge expansion would make it favorable for me to live in these areas where new and additional commuter trains would certainly help reduce auto traffic & pollution.

Sincerely, Mary Gallagher 665 Dandridge Road Walterboro, SC 29488

Mary Grice

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I have been commuting for almost 20 years via train, and look forward to improvements. Thank you.

Sincerely,

Mary Grice 7 PLUMOSA DR

FREDERICKSBRG, VA 22405

Mary Levy

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

YES!! I travel to the Richmond area frequently. I-95 is a traffic nightmare, and I prefer the train in any event. Like everyone else in this area, I also need cleaner air. The more trains the better.

Sincerely, Mary Levy 3534 T Street NW Washington, DC 20007

Maryann Long

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

From Charlottesville there is 1 reliable Amtrak service in each direction/day. Using it means you can't make a morning meeting in DC & only have 4 hours in DC before you have to get to Union Sta for the return journey. We need more service here!

Sincerely, Maryann Long 131 Almere Ave Charlottesville, VA 22902

Matthew Dedes

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a longtime Amtrak rider any project that increases capacity and service in Virginia is worthy of support! Investing in rail pays great dividends including reducing traffic congestion on our roads. Thanks for your consideration!

Sincerely, Matthew Dedes 5193 Coventry Ln Barboursville, VA 22923

Matthew Fuchs

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am a frequent rider from Richmond to DC for business and the current congestion around DC has become untenable. This summer there was not a single trip back and forth between RVR and DC that was not delayed in some way. Please build the bridge.

Sincerely, Matthew Fuchs 1416 Grove Avenue Richmond, VA 23220

Matthew Gillikin

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Matthew Gillikin 726 Orangedale Ave Charlottesville, VA 22903

Matthew Keitelman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Matthew Keitelman 8727 Bitterroot Court Lorton, VA 22079

Matthew Lynch

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I know many share my support of the Recommendation, and had shared my anticipation of progress these last few years. What a long Summer!

Ridership continues at its sad, skeletal rate, and I continue in anticipation for our robust future system.

Sincerely, Matthew Lynch 1362 W Ocean View Ave Norfolk, VA 23503

Maureen O'Keefe

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Maureen O'Keefe 4616 7th St S

Arlington, VA 22204

Mayra ONeill

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Mayra ONeill

16627 Danridge Manr Dr Woodbridge, VA 22191

Melanie Scott

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Melanie Scott 5604 Capito st Roanoke, VA 24019

Michael Brownell

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Michael Brownell 5903 Mount Eagle Dr Apt 608 Alexandria, VA 22303

michael cialdella

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

and should demolish the old as eventually it will need to come down

Sincerely, michael cialdella 7007 Highland Meadows Ct Alexandria, VA 22315

Michael Kelly

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Let's get the trains moving!!!

Sincerely, Michael Kelly 9906 Oleander Av Vienna, VA 22181

Michael Kernbach

Dear Long Bridge Project Team,

Sincerely,

Michael Kernbach 7413 beckwith lane Clifton, VA 20124

Michael Movnihan Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Michael Moynihan 2394 KING ARTHURS CT Harrisonburg, VA 22801

Michael Resnick

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Rail service is far mor safer than our roadways. We must look into all options to make travel and transit in Virginia and DC as safe as possible. This study provides viable options.

Sincerely, Michael Resnick 6001 Fox Point Road Fredericksburg, VA 22407

Michael Shushan

Dear Long Bridge Project Team,

Sincerely, Michael Shushan 8526 Raglan Road Vienna, VA 22182

Michael Webb

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Michael Webb 1461 Aqui Esta dr apt A2 Punta Gorda, FL 33950

Mike Mueller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Mike Mueller 4023 Windsor Ridge Williamsburg, VA 23188

Milford Sprecher

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Milford Sprecher 525 Albany Ave

Takoma Park, MD 20912

Mitchell Teixeira

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Thank you for your consideration of this input - time is of the essence, please proceed expeditiously.

Mitchell Teixeira Glen Allen VA

Sincerely, Mitchell Teixeira 10006 Moultrie Rd Glen Allen, VA 23060

Morris Mitchell

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Morris Mitchell 24235 s.halifax rd Jarratt, VA 23867

Nancy Finch

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

For 19 year I have been involved with and supporting high speed rail, Long Bridge has been on the table, under discussion. We have waited far too long. The situation is critical. Relief must be provided via Long Bridge. No more waiting!!!

Sincerely, Nancy Finch 2956 Hathaway Rd. Richmond, VA 23225

Nancy Jarvie

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I SUPPORT ALL EXPANSION OF TRAINS. It is important to have other means of travel to help our roads not remain parking lots. This bridge looks good to me!

Sincerely, NANCY JARVIE 5615 Ravenel Ln Springfield, VA 22151

Nancy Tatterson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I would like to see more trains added to the Norfolk corridor of Amtrak. We need this to manage the traffic through the tunnels in the Hampton Roads Area and on I64 and I95. Norfolk has one train that leaves at 6 AM and returns at 9:30 PM from DC.

Sincerely,

Nancy Tatterson

955 Bolling Ave., Unit 205

Norfolk, VA 23508

Navarre Bartz

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Better access to DC would be a boon for those of us in Charlottesville and other areas of VA that only have to visit occasionally. Avoiding having to drive up would be so much nicer than fighting the traffic.

Sincerely, Navarre Bartz

4000 City Walk Way Apartment 137

Charlottesville, VA 22902

Ned Krack

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ned Krack

614 Bristol Village Dr Apt 207 Midlothian, VA 23114

Nicholas Lynn

Dear Long Bridge Project Team,

I have taken the trains to work as an airline pilot 16 years.

We need more service to DC for our workforce

Sincerely, Nicholas Lynn 4601 Grand View Dr Charlottesville, VA 22901

Nicole Diederich

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am from Richmond, VA and frequently travel there from Northern VA to visit family. I can't imagine how many hours I have spent on I-95 for just a short distance. I don't see how this can be sustained. I fully support the entire DC2RVA train project

Sincerely, Nicole Diederich 3830 9th St N 502E Arlington, VA 22203

Nicole Prysby Dear Long Bridge Project Team,

> I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Nicole Prysby 114 Shasta Ct Charlottesville, VA 22903

Norma Bergey Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity

over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

There are currently on 2 tones a day that Amtrack runs from Newport News. We need more Rail systems and less roads for cars.

Sincerely, NORMA BERGEY 148 Brittany Lane Suffolk, VA 23435

Olen Dorney

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I used VRE for many years when I first moved to DC and worked in Crystal City. We must invest in rail! We cannot depend on the car or even the buses for commuting. One accident on 95 or the HOV and the entire commute for the day is effected.

Sincerely, Olen Dorney 15721 Buck Lane Montclair, VA 22025

Paige Wheeler

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Paige Wheeler 6125 Amershire Way Glen Allen, VA 23059

Patrick Courtemanch

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Patrick Courtemanch 113 Dunsford Court Walkersville, MD 21793

Patrick Doyle

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a frequent traveler from metro Richmond to Washington, DC and the Northeast with a non-car owning millennial in the family, improving rail transportation in the region is very important to me. I-95 isn't going to meet travel needs here.

Sincerely,
Patrick Doyle
116 Redmead Lane
N. Chesterfield. VA 23236

Patrick Strom Dear Long

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Patrick Strom 12 Glenside Terr Montclair, NJ 07043

Paul Arbuckle

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, P D Arbuckle

Sincerely, Paul Arbuckle 5407 Foundation St Williamsburg, VA 23188

Paul Kaplowitz

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Paul Kaplowitz 2228 King St Alexandria, VA 22301

Paul Logan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Paul Logan

8606 Kenilworth Dr Springfield, VA 22151

Paul Phillips

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I now live in Washigton State but lived in the Commonwealth of Virginia for fifteen years and appreciated and used the fine passenger train service in Virginia.n

Sincerely, Paul Phillips

1010 South Rockwood Blvd #207

Spokane, WA 99202

Paul Prose

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I live in Culpeper and the bridge would mean one less person on the road driving to DC. Please support this project.

Sincerely, Paul Prose 660 Hunters Road

Culpeper, VA 22701

Paul Reynolds

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Paul Reynolds 1922 River Ridge Pl Hopewell, VA 23860

Peter Henry Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Peter Henry 1701 Seddon Rd Richmond, VA 23227

Peter Horton Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Peter Horton 4221 Sleaford Road Bethesda, MD 20814

Peter McCabe Dear Long Bridge Project Team,

Rail improvements in the future will have a big impact on whether I remain in this region long term.

Sincerely, Peter McCabe

1647 West Grace Street Richmond, VA 23220

philip brown

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, philip brown 1807 old post ter. woodbridge, VA 22191

Philip Pendleton

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Philip Pendleton 304 Chancellor Pl Fredericksburg, VA 22401

Philip Post

Dear Long Bridge Project Team,

Sincerely, Philip Post

72 Shepherd Village Circle Shepherdstown, WV 25443

Phillip Ross

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Phillip Ross 3207 Barcroft Dr

Upper Marlboro, MD 20774

Preethi Vanjani

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I support

Long Bridge (across the Potomac River)

Sincerely, Preethi Vanjani Ashbutn

Aahbutn, VA 20147

Quinn Mulholland

Dear Long Bridge Project Team,

Sincerely, Quinn Mulholland 3451 17th St NW Washington, DC 20010

r uschner

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

WE REALLY NEED THE BRIDGE AND A SECOND RAILSPUR TO ENABLE AMTRAK TO HELP WITH OUR CLIMATE CHANGE GOALS!!!

Sincerely, r uschner 3704 commodo

3704 commodore point cir midlothian, VA 23112

Ralph Grove

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ralph Grove 229 W Bute St Apt 802 Norfolk, VA 23510

Ramji

Dear Long Bridge Project Team,

Venkatachari

Sincerely,

Ramji Venkatachari 12560 Manderley Way

Herndon, VA 20171

Randall Perkins

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I live on the VirginiaTennessee line, and I'd love to have passenger rail service to the northeast corridor, as I travel to that area weekly.

Sincerely,

Randall Perkins

485 Lakeview Dock Road

Bristol, TN 37620

Randall Wood

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Randall Wood 1402 Bayshire Ln Herndon, VA 20170

Ravi Ravindran

Dear Long Bridge Project Team,

Sincerely, Ravi Ravindran 8301 Charing Ln Glen Allen, VA 23059

Rees Shearer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am happy that the DEIS came to a sound conclusion and recommends constructing the project. It will be money very well spent to end a severe rail bottleneck.

Sincerely, Rees Shearer PO Box 117 Emory, VA 24327

Renee Olander

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As the leader of a regional business leaders' task force focused on sea-level rise, climate change, and resiliency preparedness, I advocate for this project to reduce carbon emissions and improve our Earth. Thank you!

Sincerely, Renee Olander 201 Westover Ave #303 Norfolk, VA 23507

Richard Belflower

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

America is long overdue for affordable high speed rail. I lived for 12 years in Germany with excellent transportation. It is shameful that America has not invested in providing better transportation for its citizens. It can and does work.

Sincerely, Richard Belflower 4717 Squaw Valley Ct Glen Allen, VA 23060

Richard Downer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Richard Downer 815 Branch Dr Apt 308 Herndon, VA 20170

Richard English

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need this badly to get cars off the road

Sincerely,

Richard English 1921 Camelia Circle Midlothian, VA 23112

Richard Thomsen

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The improved commuter/passenger access to DC from VA and vice versa (think Crystal City/Amazon) and the reduction of vehicular congestion make this proposed expansion project eminently sensible.

Sincerely,

Richard Thomsen 3615 Colston Dr

Charlottesville, VA 22903

Richard Walter

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Richard Walter 2770 Nursery Lane Vienna, VA 22181

Richard Whiffen

Dear Long Bridge Project Team,

I take commuter rail and amtrak weekly and have experienced the congestion on this bridge first hand. Increasing the throughput would have dramatic impacts to the region.

Sincerely, Richard Whiffen 2402A S Walter Reed Dr Arlington, VA 22206

Rick Holt Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Rick Holt 12492 Camborne Ct Bristow, VA 22030

Robert Bryan Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Robert Bryan 4893 Old Dominion Dr Arlington, VA 22207

Robert Bryant Dear Long Bridge Project Team,

fluidize travel between New England and Florida and benefiting all between.

Sincerely, Robert Bryant 6292 Cartersville Rd New Canton, VA 23123

Robert Downer

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This is a profitable route, and ridership will increase with this investment.

Sincerely, Robert Downer 713 Lyons Avenue Charlottesville, VA 22902

Robert Gronenberg

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Robert Gronenberg 1717 Preston Road Alexandria, VA 22302

Robert Lucas

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Robert Lucas

11042 Palmwood Circle Mechanicsville, VA 23116

Robert M and Carol G Reed

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Robert M and Carol G Reed

72 Stoney Dr.

Hardyville, VA 23070

Robert McGinnis

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Robert McGinnis 511 N. 1st St., APT 505

Charlottesville, VA 22902

Robert Menzies Dear Long Bridge Project Team,

Sincerely, ROBERT Menzies 18 Toome Ct

Pinehurst, NC 28374

Robert Miller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Robert Miller 6012 Bush Hill Drive Alexandria, VA 22310

Robert Oscar

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

It is the right thing to do and a bargain in the long run.

Sincerely, Robert Oscar 12013 Springrock Ct. Henrico, VA 23233

Robert Raines

Dear Long Bridge Project Team,

Sincerely, Robert Raines 310 Jefferson Dr. Palmyra, VA 22963

Robert Ward

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Robert Ward 2809 Chateau Ct. Roanoke, VA 24012

Rod Rogge

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need MORE RAIL transportation and FEWER HIGHWAYS and FEWER CARS ON THE ROADS. European and Asian countries have high speed rail, why not us? The Eisenhower highway system was one of the worst ideas ever.

Sincerely, Rod Rogge 2840 River Road Virginia Beach, VA 23454

Roger Schickedantz

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

This looks like a promising solution to improve rail service and better connect the south with the northeast corridor, the most profitable of all Amtrak routes. I fully support this initiative.

Sincerely,

Roger Schickedantz 1858 Scottsville Rd

Charlottesville, VA 22902

Roger Voisinet

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Thank you. We need to support rail traffic as most civilized countries do.

Sincerely,

Roger Voisinet

1907

Charlottesville, VA 22902

Ron Dunn

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ron Dunn

112 Lely

Williamsburg, VA 23188

Ron Kosmahl

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increas

Sincerely, Ron Kosmahl 3352 Martha Custis Drive Alexandria, VA 22302

Ronald Glaus

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Ronald Glaus 4490 sir John's lane Virginia Beach, VA 23455

Roy Wullich

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Roy Wullich PO Box 719

Quinton, VA 23141

S. Graves

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, S. Graves 00000

Petersburg, VA 23803

Sally Hill Cooper

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

This transportation improvement project is critical for the immediate area and beyond!

Sincerely, Sally Hill Cooper 1300 Crystal Drive Apt 1302 Arlington, VA 22202

Sam Seeley

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I take the train every now and then to DC from Richmond. I would be inclined to use it more if there were more trains as the traffic on 195 is horrible. Many others in Richmond - both business and pleasure travelers - would do the same. Thank you.

Sincerely, Sam Seeley 8910 Watlington Rd

8910 Watlington Rd Henrico, VA 23229

Sandi Granger

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Sandi Granger 1705 Tweed Ct Virginia Beach, VA 23464

Scott Anderegg

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Scott Anderegg 2415 Grove Ave Richmond, VA 23220

Scott Burger

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need this for Richmond, VA residents and tourists.

Sincerely, Scott Burger 612 S. Laurel Street Richmond, VA 23220

Scott Huch

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I have owned a home and voted in Plaza Precinct, Mason District of Fairfax County since 1997. Your position on this matter will influence my vote in the upcoming elections.

Sincerely, Scott Huch 3701 S George Mason Dr Unit 2114N

Falls Church, VA 22041

Sean Maiwald

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I support this expansion project, but this project should look at the bigger picture of transit and mobility. For example, the Long Bridge should also have electrification for the trains built in, as well as pedestrian and bike trails as a minimum.

Sincerely, Sean Maiwald 1282 Morse Street NE Washington, DC 20002

Sean Tubbs

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Investing in increased passenger rail service is an investment in Virginia's future. It will connect our many communities, allowing for people to travel widely for work, pleasure, family and more.

Sincerely, Sean Tubbs 1029 Forest Hills Avenue

Charlottesville, VA 22903

Shari Barck

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Shari Barck 5403 Monument Ave Richmond, VA 23226

Sheryl Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We need more passenger rail service to combat traffic congestion as well as climate change.

Sincerely, Sheryl Johnson 2101 Fendall A e

Richmond, VA 23222

Sheryl Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

And please support more public transit funding generally. We are not going to solve our traffic congestion problem by simply building more roads.

Sincerely, Sheryl Johnson 2101 Fendall Ave Richmond, VA 23222

Sneha Swaminath

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Sneha Swaminath 12020 Cameron creek RD Glen Allen, VA 23059

Sommer Gentry

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Sommer Gentry 1027 S. Clinton Street Baltimore, MD 21224

Stefka Ignatov

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, STEFKA IGNATOV 134 Rolling Trce Falls Church, VA 22046

Stephanie Eckman Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely. Stephanie Eckman 1801 Crystal Dr Arlington, VA 22202

Stephanie Eckman

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

The preferred alternative will also make it easier for residents of South Arlington to get into DC.

The ped/bike bridge will provide a valuable new, low-stress connection between two of the fastest-growing areas in the region.

Sincerely, Stephanie Eckman 1801 Crystal Dr Arlington, VA 22202

Steve Strauss

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As the primary passenger and freight rail connection between the Northeast and the Southeast U.S. it is critically important to invest in this capacity and redundancy upgrade. Advancing the project will allow for needed increases in VRE, too.

Sincerely, Steve Strauss 10 Holder Place, apt. 3D Forest Hills, NY 11375

Steve Wardell

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Steve Wardell 601 N Wakefield St Arlington, VA 22203

Steven Johnson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

sooner than the other alternative. I voice my support and ask that the project move forward.

I ride Amtrak whenever my schedule allows and am highly supportive of infrastructure investments that can increase rail service for our area.

Sincerely, Steven Johnson 1010 Grove Street Charlottesville, VA 22903

Susan Miller

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Improving public transportation by rail especially for frequent routes is an important part of decreasing our carbon footprint.

Sincerely, Susan Miller 1417 Grove Ave Richmond, VA 23220

Susan Motley

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I work for a large national association based in DC. I telecommute and take Amtrak to DC for meetings several times a month. Because I have this transportation option, I can live in the Richmond region I prefer - good for economic development.

Sincerely, Susan Motley

	2201 Wadsayyaad Ayany
	2201 Wedgewood Avenu Henrico, VA 23228
Cusan Dantula	
Susan Partyke	Dear Long Bridge Project Team,
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.
	Sincerely,
	Susan Partyke
	106 Shaw Court
	Fredericksburg, VA 22405
Susan Young	Dear Long Bridge Project Team,
_	
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.
	My husband and I always take Amtrak when we travel north in order to stay away from I-95 so we can relax while traveling. This new railroad bridge from VA into DC will help a great deal to allow more trains to replace cars. Thanks for your support!
	Sincerely,
	Susan Young
	1875 Ridge Rd
	Raphine, VA 24472
suzanne brooks	Dear Long Bridge Project Team,
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail

service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed

This sounds like it would help me to see my children and grandchildren in Charlotte, NC. Please support this with a stop close to

sooner than the other alternative. I voice my support and ask that the project move forward.

Gainsville, VA. As soon as possible. Thanks so much for all you do.

Suzanne W. Brooks Gainesville, VA 20155

Sincerely, suzanne brooks 8271 Roxborough Loop Gainesville, VA 20155

Suzanne Michels

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I have used Amtrak all my adult life, and live in VA. Please add these lines!

Sincerely, Suzanne Michels 600 Northwood Charlottesville, VA 22902

Suzanne Young

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

I am also in support of the much-needed bicycle and pedestrian accommodations to mitigate for impacts to Section 4(f) resources.

Sincerely, Suzanne Young 6 Cobble Glen Ct Durham, NC 27713 Tarik Robinson

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Tarik Robinson 3309 Eagle Ridge Dr. Woodbridge, VA 22191

Terrell Harrigan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Terrell Harrigan 4505 Sulgrave Road Richmond, VA 23221

terri dicintio

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, terri dicintio highland ave

charlottesville, VA 22903

Theron White

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Theron White 5476 The Peaks Dr Roanoke, VA 24018

Thomas B Minetree Ir

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Thomas B Minetree Jr 6115 Duncan Rd Apt D North Dinwiddie, VA 23803

Thomas Britton

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

WE NEED MORE AND BETTER BRIDGES AND PUBLIC TRANSIT SOLUTIONS TO MOVE PEOPLE AND PRESERVE AIR QUALITY.

Sincerely, THOMAS BRITTON

13901 HOLLOW WIND WAY 101 WOODBRIDGE, VA 22191

Thomas Goad

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Thomas Goad 2221 Banbury Charlottesville, VA 23901

Thomas Tingle

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Thomas Tingle 4350 New Town Ave Ste 101 Williamsburg, VA 23188

TJ McMahon

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

As a former long-time resident (35 years) of both VA and DC, and a frequent Amtrak rider, anything that can be done to improve rail service within VA and to and through DC is to be applicated and supported.

Sincerely, TJ McMahon 92 Edge Park Avenue Buffalo, NY 14216 **Todd Bassett** Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, Todd Bassett 335 Oak Lane Richmond, VA 23226 Tom Hoffman Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, Tom Hoffman 135 Davis Lane Pearisburg, AL 24134 **Tommy Birchett** Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Sincerely, Tommy Birchett 410 S Laurel St Richmond, VA 23220

Trent Sargent

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Adding the ability for VRE to run in both directions is essential for the growth of this region

Sincerely, Trent Sargent

825 New Hampshire Ave Nw

Washington, DC 20037

Tripp Owens

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Tripp Owens 503 Saint Patrick St Tarboro, NC 27886

Tyvon Bates

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Tyvon Bates 924 Hunters Run Dr Richmond, VA 23223

Valerie Stephens

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Please help support increased passenger rail service in Virginia, which is so important and will help all citizens and businesses in Virginia. Thank you.

Sincerely,

Valerie Stephens 7015 Brookview Rd Roanoke, VA 24019

Door

Venugopal Gopalan Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Venugopal Gopalan 12020 CAMERON CREEK RD GLEN ALLEN, VA 23059

Victor Bright

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
Victor Bright
2776 Timber Lane
Charlottesville, VA 22911

Virginia Cowles

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

A Long Bridge expansion would cost one third what adding one more lane to I-95 would cost, according to the Virginia Secretary of Transportation. It is deplorable not to have a second bridge in case something happens to the present ancient bridge.

Sincerely, Virginia Cowles 4001 Monument Ave Richmond, VA 23230

Vivian Bakal

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We must modernize and expand our transportation infrastructure to meet the needs of this region.

Sincerely, Vivian Bakal 2816 Lee Oaks Pl. Falls Church, VA 22046

Warren Nooger

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

Warren Nooger 4421 Corral Road Warrenton, VA 20187

Warren Vaughn

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

We are so far behind on fixing our infrastructure that I hope this project moves along quickly.

Sincerely,
Warren Vaughn
9072 Craney Island Rd
Mechanicsville, VA 23116

William Dunn

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
William Dunn
130 James River Drive
Newport News, VA 23601

William Griggs

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

William Griggs 1336 Front Street

Virginia Beach, VA 23455

William Habeeb

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,

William Habeeb 5623 26th St N

Arlington, VA 22207

William Novak

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Long Bridge is an absolutely vital piece of infrastructure on the East Coast that, with the planned added capacity on the CSX rail between Richmond and DC, will soon become a major choke point without the proposed upgrades.

Sincerely, William Novak 1709 N Utah St Arlington, VA 22207

Wyatt Gordon

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Please make sure there is a pedestrian and bike bridge as part of the project to connect the trails on either sides of the river!

Sincerely, Wyatt Gordon 4700 Rieves Pond Dr. Chester, VA 23831

Wylie Bunker

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Anything that will correct this bottleneck and allow for better passenger and freight rail traffic is a welcome plan. I sincerely hope that the plan is adopted, quickly, and construction begun.

Sincerely, Wylie Bunker 179 Duke Street Culpeper, VA 22701

Xingwu Yuan

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely, Xingwu Yuan 12321 Bradford Landing Way Glen Allen, VA 23059

Washington Area Bicyclist Association Form Letter

Aaron Chilbert

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Aaron Chilbert

1425 P St NW

Washington, DC 20005 http://admin.phone2action.com/email/open/leg/347254/72241484

Aaron Parrott

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Aaron Parrott

95 54th St SE

Washington, DC 20019 http://admin.phone2action.com/email/open/leg/347254/72573646

Aaron Zelin

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Aaron Zelin

	1500 Massachusetts Ave. NW
	Washington, DC 20005 http://admin.phone2action.com/email/open/leg/347254/72242416
Adam Jachimowicz	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Adam Jachimowicz 1658C BEEKMAN PL NW Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72578385>
Alan Cohen	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Alan Cohen 2820 McKinley Place Washington, DC 20015 http://admin.phone2action.com/email/open/leg/347254/72573459>
Alexander	Dear Neighborhood Planning Manager Anna Chamberlin,
DiCaprio	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of

the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Alexander DiCaprio 1301 H st. NE, Unit 6

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72584318>

Alison Sigethy

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Alison Sigethy 1211 Duke St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72663487

Amanda Van Epps

Dear Neighborhood Planning Manager Anna Chamberlin,

As a resident of Southwest DC who crosses the Potomac by bike every single work day, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing must remain part of the Long Bridge Project.

It will have beneficial effects by reducing air pollution, helping the District, Arlington County, and the City of Alexandria all achieve their climate change goals, improving personal mobility and transportation options, increasing the connectivity of the active transportation network, improving public health, and advancing the District's transportation equity goals.

Please support the bike-pedestrian crossing for the health of both District residents and our planet.

Regards,

Amanda Van Epps

1101 3rd St SW

Washington, DC 20024 http://admin.phone2action.com/email/open/leg/347254/72304064>

Amanda Worsley

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Amanda Worsley 1900 Upshur St NE

Washington, DC 20018 http://admin.phone2action.com/email/open/leg/347254/72244871

Amber Gove

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Amber Gove

1349 A St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72293562

Amy Dalebout

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, **Amy Dalebout** 3732 Mark Drive Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72572967> **Amy Rodgers** Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, **Amy Rodgers** 517 Princess Street Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72283238 Ana Karimi Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Ana Karimi 1320 21st St NW Washington, DC 20036 http://admin.phone2action.com/email/open/leg/347254/72416057> Anders Pedersen Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Anders Pedersen

1910 C St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72269997>

Andrew Boland

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Boland

1000 New Jersey Ave SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72268782

Andrew Francis

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Francis

ajf014@gmail.com

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72576793

Andrew Grinberg

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Grinberg

1325 Trinidad Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72572766

Andrew Horowitz

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Horowitz 4606 34Th St. S.

Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72657421

Andrew McIlroy

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew McIlroy 803 Euclid St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72572593

Andrew Paulson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Paulson

1353 Constitution Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72307217

Andrew Siegel

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Siegel

515 Q Street Northwest, Unit 1

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72282603

Andrew Venaglia

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Andrew Venaglia

1444 Rhode Island Ave NW, Apt 504

Washington, DC 20005 http://admin.phone2action.com/email/open/leg/347254/72329082

Angelo Ioffreda

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. (I would like to see separate designated lanes for bikes and for pedestrians for safety reasons.)

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Angelo Ioffreda

633 S Buchanan St

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72572914

Anna Purinton

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Anna Purinton

725 TAYLOR ST NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72674684

Anne Larsen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Anne Larsen

3824 N Oakland St

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72589344

Anne McCracken

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Anne McCracken 6586 29TH ST N

Arlington, VA 22213 http://admin.phone2action.com/email/open/leg/347254/72573747

Annie Ebbers

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Annie Ebbers 315-1/2 Hume Ave

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72723940

Anthony delorenzo

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Anthony delorenzo 801 Bernard St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72280264

Antoinette Smith

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Antoinette Smith

1545 18th St NW Unit 114@

Washington, DC 20036 http://admin.phone2action.com/email/open/leg/347254/72581815

Austin Naughton

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. Just yesterday, I biked from Downtown DC to DCA to meet an incoming visiting.

Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner. Ideally, the route will have clearly-designated options for biking vs. walking/jogging.

Regards,

Austin Naughton

1111 11th Street NW, Apt 907

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72574425

ben harris

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

ben harris

250 K Street NE, #1009

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72573199

Ben Kairn

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ben Kairn

811 Webster St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72578646

ben spector

Dear Neighborhood Planning Manager Anna Chamberlin,

I very strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

ben spector

1224 girard st nw apt b

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72574321

Bernadette Maurer

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Bernadette Maurer 2220 N Nottingham St

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72572961>

Bethany Durman

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Bethany Durman

	3201 Gunston Rd
	Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72635251
Betsy Biffl	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	I bike and run from Alexandria to DC for my work commute as well as for exercise. The few existing bike/ped crossings are heavily used
	and as Crystal City grows, this bridge will allow for increased transportation alternatives between DC and VA while advancing the
	transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards,
	Betsy Biffl
	621 N St Asaph St
D:II C II I	Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72573221>
Bill Gallagher	Dear Neighborhood Planning Manager Anna Chamberlin,
	Letwardy support the hike pedestries exacting mitigation massure for the Long Dridge Draiget. The hike pedestries exacting pedestries
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	remain part of the Long Bridge Project.
	This is a critical link and will help the long term connections for people. There's plenty of connections for cars. It's time we start serving
	people.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Bill Gallagher
	3143 Dumbarton St NW
	Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72581734
Bill Money	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	romain part of the Long Pridge Project

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Bill Money

10252 Battlefield Drive

Manassas, VA 20110 http://admin.phone2action.com/email/open/leg/347254/72332839>

Bob Trencheny

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Bob Trencheny

Alexandria

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72624572

Brent Huggins

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

I want to live in a community where I can get everyone by walking, biking, and transit - easily, quickly, and efficiently. I believe this project will help. I was recently traveling in European, and I was elated that I could take shared bikes, then trans that came every 5 minutes across the city. I believe that if we work together, the DC area can eventually get there, too.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Brent Huggins 623 Orleans PL NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72716967>

Brian Dosi

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Brian Dosi

Constitution Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72623296

Brian Goggin

Dear Neighborhood Planning Manager Anna Chamberlin,

I am a Ward 2 resident who strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge project. The bike-pedestrian crossing is a critical measure for allowing for a congestion and air pollution-free commute between Crystal City and DC as both Arlington and DC continue to grow.

I congratulate you on your measures to make DC a more transit-friendly, walkable, and bikeable city, but I encourage you to keep going! Please consider this bike-pedestrian bridge project as another critical step.

Thank you, Brian Goggin

Regards, Brian Goggin

1001 L Street NW, APT 308

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72444968

Brian McBeath

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Brian McBeath

915 L St NW. apt 1016

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72578958>

Brian Wright

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, **Brian Wright** 5436 20th St N

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72373302

brooke alexander

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, brooke alexander

	205 North Jackson Street205 North Jackson Street
	Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72620168>
Bruce Dwyer	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards,
	Bruce Dwyer
	1842 Kirby Rd
	Mclean, VA 22101 http://admin.phone2action.com/email/open/leg/347254/72698651>
Canana Daniah Iralla	
Caren Roushkolb	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	The benefits (including increasing access to parks and connectivity of the active transportation network) greatly outweigh the few negligible to minor adverse impacts outlined in the project's executive summary.
	As a resident, property owner, and bike commuter in Alexandria, I'm very excited about the prospect of additional options for connecting the three jurisdictions that will be impacted. It will be easier to access the growing southwest waterfront and sports stadiums, which I regularly bike to now. These areas are frequently congested with cars.
	I look forward to your support for the bike-pedestrian crossing on Long Bridge.
	Regards,
	Caren Roushkolb
	1619 Preston Rd
	Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72329544>
Carl Landwehr	
Carr Landweni	Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Carl Landwehr

700 New Hampshire Ave NW

Washington, DC 20037 http://admin.phone2action.com/email/open/leg/347254/72576657

Carlos Goldie

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Carlos Goldie

801 S. Greenbrier St., Unit 217

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72572693

Carlos Goldie

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Carlos Goldie

801 S. Greenbrier St., Unit 217 Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72246750 Dear Neighborhood Planning Manager Anna Chamberlin, Casey Kane This is a once in possibly lifetime opportunity to ensure a safe connection from Washington to Virginia. We should not let this opportunity pass. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Casey Kane 5500 Holmes Run Parkway Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72618600 Catherine Creese Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Maybe we can get some Virginians to bike instead of bringing their cars! Regards, Catherine Creese 1867 Newton St NW Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72309117

Dear Neighborhood Planning Manager Anna Chamberlin,

Catherine Frum

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Catherine Frum 3766 W St NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72638433

Charlie Cray

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Charlie Cray

1827 Kilbourne Place NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72602455>

Chip Taylor

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Chip Taylor

	1245 Oates St NE Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72702761 >
Chairtian DI	
Christian Phelan	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Christian Phelan
	1304 BELMONT ST NW APT 2
	Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72573039>
Christina	Dear Neighborhood Planning Manager Anna Chamberlin,
Goodwin	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Christina Goodwin
	615 Knollwood Dr
	Falls Church, VA 22046 http://admin.phone2action.com/email/open/leg/347254/72258564
Christopher	Dear Neighborhood Planning Manager Anna Chamberlin,
Anderson	
	Please maintain the bike-pedestrian crossing mitigation measure for the Long Bridge Project. This stands to cut my bicycle commute
	time to L'Enfant Plaza by 1/3.
	It will also have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the

connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental

goals of DC, Arlington County, and the City of Alexandria. Regards, Christopher Anderson 3348 S Wakefield St, #B Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72653293 **Christopher Flow** Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, **Christopher Flow** 39 New York Ave NW, #2 Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72650523 Christopher Dear Neighborhood Planning Manager Anna Chamberlin, Hackman I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Christopher Hackman 707 15th Street, NE Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72578064> Colin Alford Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Colin Alford 1620 Fuller St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72283194

Colleen Leyrer

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

COLLEEN LEYRER 5110 KNAPP PL

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72597676

Craig Leiding

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Craig Leiding 2665 Marcey Rd

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72579070

Crystel Sylvester

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Crystel Sylvester

2829 Connecticut Ave NW

Washington, DC 20008 http://admin.phone2action.com/email/open/leg/347254/72573655

Cyn S

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Cyn S

1 Resident of SE

Washington, DC 20032 http://admin.phone2action.com/email/open/leg/347254/72578860>

Cynthia Albert

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian on the Long Bridge project. The current crossing, on 14th St bridge, can be crowded and it is less-than-ideal. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Cynthia Albert 112 E Maple St

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72572966>

Cyrus Chimento

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Cyrus Chimento

1812 First St NW, Unit 1

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72344977

Dan Foster

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Dan Foster

2516 Q Street NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72246912

Dan griel

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Dan griel

12807 my royal In

12807 my royal in

Chantilly, VA 22033 http://admin.phone2action.com/email/open/leg/347254/72325644

Daniel Carey

Dear Long Bridge Project Team,

I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.

Sincerely,
Daniel Carey
4815 Tabard Pl
Annandale, VA 22003

Daniel Sheldon

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Daniel Sheldon 5610 Justis Place

Alexandria, VA 22310 http://admin.phone2action.com/email/open/leg/347254/72572520

Darren Buck

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Additionally, there is a negative impact to trail users on the existing Mt Vernon Trail from the new rail bridge that is not identified in the Draft EIS, and would be appropriately mitigated by a new bike/ped crossing of the Potomac River. The current heavy rail traffic travelling over the trail is noisy and uncomfortable for trail users, and in the full build condition, many more heavy trains will be travelling over thousands of trail users per day. The noise and vibrations from a heavy freight train travelling no more than 20' overhead are overwhelming, and this impact will be multiplied. Building a new bridge, that provides many trail users with the option to bypass crossing under the rail bridge complex in order to travel to DC is an appropriate and necessary mitigation of impacts.

Regards, Darren Buck 925 19th Street S

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72397401

David Cooling

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,
David Cooling
4527 Windom Place NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72574604

David Cooling

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

David Cooling

4527 Windom Place NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72254123

David Cooper

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

David Cooper

2425 17th St NW, Apt 404

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72674753

David Cranor

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

David Cranor

	307 Kentucky Ave SE Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72586823>
DAVID gabel	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	Pedestrian bridges improve the quality of life of the people in the area, and promotes business development. Pedestrian and bike lane are what has to happen in a sustainable future as we rely less on gas powered vehicles. Thinking ahead is what we need. What will this area look like 100 years from now. Laying the groundwork for a sustainable future is essential and of the utmost importance.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, DAVID gabel 3100 S MANCHESTER STREET, APT 901 Falls Church, VA 22044 http://admin.phone2action.com/email/open/leg/347254/72573414>
David Goodman	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, David Goodman 5400 20th St N
David Kaplan	Arlington, VA 22205 Dear Neighborhood Planning Manager Anna Chamberlin,
David Rapidii	bear treatment training manager than enumbering
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, David Kaplan 418 Queen Street

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72573962

David Pensky

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, David Pensky 4821 W STREET NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72586284

David Roodman

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, David Roodman

	1231 C St NE
	Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72573226
David Stewart	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, David Stewart 2910 Georgia Ave NW Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72572869>
David Zehr	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, David Zehr

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72579314

Dean Kern Dear Neighborhood Planning Manager Anna Chamberlin,

2102 Flagler Pl NW

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Dean Kern 830 Bashford Ln

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72606997

Del Robertson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Del Robertson 914 P St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72572577

Delbert Jones

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Delbert Jones 3908 Larchwood Rd

Falls Church, VA 22041 http://admin.phone2action.com/email/open/leg/347254/72254781

Dena Rapoport

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Dena Rapoport

2112 8th St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72574086

Denise nelson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Denise nelson

6002 Curtier Dr

Franconia, VA 22310 http://admin.phone2action.com/email/open/leg/347254/72268896

Donald White

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Donald White

	629 S Walter Reed Dr Apt 453D
	Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72578145
Doug Fagen	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Doug Fagen
	4625 2nd Road North
	Arlington, VA 22203 http://admin.phone2action.com/email/open/leg/347254/72614542
Doug Trapp	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	rumigeon country, and the only or ruckandina.
	Regards,
	Doug Trapp
	2528 Q St. NW Apt. 26
	Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72241795
Doug Whall	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Doug Whall

11324 Dockside Cir

Reston, VA 20191 http://admin.phone2action.com/email/open/leg/347254/72280659>

Douglas Barker

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Douglas Barker

1901 Quincy St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72281676

Douglas Murray

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Douglas Murray

3706 Valley Drive

Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72574645

Dustin Whitlow

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Dustin Whitlow

51 Dale St

Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72244324

Ed Comer

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ed Comer

2700 Virginia Ave NW, APt 311

Washington, DC 20037 http://admin.phone2action.com/email/open/leg/347254/72343623

Ed Dunne

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ed Dunne

710 Butternut St NW

Washington, DC 20012 http://admin.phone2action.com/email/open/leg/347254/72573846

Ed Walker

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ed Walker

3000 Franklin St NE

Alexandria, VA 22306 http://admin.phone2action.com/email/open/leg/347254/72282579

Edward Moser

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Edward Moser

2116 Arlington Ter

Alexandria, VA 22303 http://admin.phone2action.com/email/open/leg/347254/72270001

Edward Prados

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Edward Prados

1121 Arlington Blvd., Apt. 1011

Arlington, VA 22209 http://admin.phone2action.com/email/open/leg/347254/72245183

Edward Russell

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Edward Russell 1929 First Street NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72286465

Eileen Boettcher

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Eileen Boettcher 1602 Chapel Hill Dr

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72737314

Elizabeth Farry

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Elizabeth Farry

1749 Seaton St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72580962

Elizabeth Herron

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Elizabeth Herron 118 13th St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72581673

Elizabeth Peralta-Reed

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Elizabeth Peralta-Reed

2517 Mozart Pl NW, Apt F

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72696684

Elizabeth Robson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Elizabeth Robson 537 Lombardy St N

Arlington, VA 22203 http://admin.phone2action.com/email/open/leg/347254/72240961>

Ellen Steury

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Ellen Steury Washington

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72572833

Elliot Seibert

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Elliot Seibert 315 U St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72396843

Eloise Clarke

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Eloise Clarke 5307 13th St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72579626

Emily Boydstun

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Emily Boydstun 3323 S Wakefield St #B

Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72256175

Emily Freeland

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Emily Freeland

1437 Janneys Lane

Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72638610

Eric Gramatges

Dear Neighborhood Planning Manager Anna Chamberlin,

Before getting into the boiler plate below, being able to move bicycles from the 14th bridge will increase safety as the pedestrian portion is narrow enough before adding the new scooters to the traffic mix. Also, it's a great opportunity to move non-vehicular traffic away from that portion of the bridge in the event that widening for cars becomes a consideration to help with the backup to get onto the GW parkway. Now continuing to boiler plate:

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Eric Gramatges

6906 Randolph Macon Dr

Alexandria, VA 22307 http://admin.phone2action.com/email/open/leg/347254/72545392

Eric Nepomuceno

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Eric Nepomuceno 6551 River Tweed Lane

Alexandria, VA 22312 http://admin.phone2action.com/email/open/leg/347254/72572632

Eric Wuestewald

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Eric Wuestewald 3200 16th St NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72580546

Erin Gleeson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Erin Gleeson

2824 Devonshire PI NW

Washington, DC 20008 http://admin.phone2action.com/email/open/leg/347254/72320016>

Ernest Rodriguez

Dear Neighborhood Planning Manager Anna Chamberlin,

Mid-Atlantic Off-Road Enthusiast (MORE) strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge

Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

This project will unite communities through transportation and recreation. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. This project will support MORE's mission of creating welcoming and inclusive communities.

Thank you for your consideration,

Regards,

Ernest Rodriguez

200, S Lee St

Falls Church, VA 22046 http://admin.phone2action.com/email/open/leg/347254/72398372

Ezra Casteel

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. This is a once in a generation opportunity to improve access for DC residents and will reinforce your agenda of a Vision Zero.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ezra Casteel

1602 16th St SE

Washington, DC 20020 http://admin.phone2action.com/email/open/leg/347254/72577216

Ezra Deutsch-Feldman

Dear Neighborhood Planning Manager Anna Chamberlin,

Hello - I would like to echo the efforts of WABA (the Washington Area Bicyclist's Association) and let you know that I support a great bike and pedestrian connection as part of the plans to build a new Long Bridge. WABA's comments are copied below. Thank you!

Ezra

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ezra Deutsch-Feldman 3828 Georgia Ave NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72578034

Felix Mitchell

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Felix Mitchell 4846 28th St S

Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72268289

Flynn Mahoney

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Flynn Mahoney 819 E Capitol St SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72581866>

FRANCES KORMANN

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

FRANCES KORMANN

18446 LANIER ISLAND SQUARE

Leesburg, VA 20176 http://admin.phone2action.com/email/open/leg/347254/72327674

Frank Kormann

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Frank Kormann

18446 Lanier Island Square

Leesburg, VA 20176 http://admin.phone2action.com/email/open/leg/347254/72346210

Frank Mikolajczak

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Frank Mikolajczak 2412 Main Line Blvd

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72240889>

Fred Rednor

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Fred Rednor 5627 8th St N

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72246836>

Freya Goetz

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Freya Goetz

2214 13th St NE

Washington, DC 20018 http://admin.phone2action.com/email/open/leg/347254/72579910

fulton armstrong

Dear Neighborhood Planning Manager Anna Chamberlin,

The bike-pedestrian part of the Long Branch Bridge project will be important today -- and a wonderful LEGACY to local governments' efforts to improve and increase cycling.

I strongly support it. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

fulton armstrong

213 north abingdon st

Arlington, VA 22203 http://admin.phone2action.com/email/open/leg/347254/72573043

Gabby Pfeifer

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Gabby Pfeifer

520 E St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72572996>

Gary Stoiber

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Gary Stoiber

302 W. Myrtle Street

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72586726

Geoff Patterson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Geoff Patterson 1749 Seaton St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72670182

Geoff Patterson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Geoff Patterson

1749 Seaton St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72276364

Geoffery seaver

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Geoffery seaver

Seaver

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72650551

George Larson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

George Larson

8710 Village Square Dr

Alexandria, VA 22309 http://admin.phone2action.com/email/open/leg/347254/72574060

GERHARD MENCKHOFF

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

GERHARD MENCKHOFF

3110 CATHEDRAL AVE NW

Washington, DC 20008 http://admin.phone2action.com/email/open/leg/347254/72675587>

Gilbert Watson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Gilbert Watson 1830 11th St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72262690

Gorgi Popstefano

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Gorgi Popstefano

4000 Massachusetts Ave., NW #129

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72241716

Gorgi Popstefano

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Arlington County, and the City of Alexandria. Regards, Gorgi Popstefano 4000 Massachusetts Ave., NW #129 Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72622126 Graham Lampa Dear Neighborhood Planning Manager Anna Chamberlin, As an avid cyclist in the DC metro area, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, **Graham Lampa** 610 Newton Pl NW, Apt 6 Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72572934> **Grant Klein** Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, **Grant Klein** 1417 Newton Street NW #406 Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72241844 Guillermo Dear Neighborhood Planning Manager Anna Chamberlin, Galdamez I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

Even though I am a DC resident, I commute each day to Northern Virginia for work. I look forward to the day when I feel safe biking between my home and my office. I believe the bike and pedestrian crossing will have beneficial effects by improving personal mobility, increasing the connectivity of the active transportation network, increasing access to parks and open spaces, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Guillermo Galdamez

1621 U St SE

Washington, DC 20020 http://admin.phone2action.com/email/open/leg/347254/72572852

Hannah Anderson-Dana

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Hannah Anderson-Dana 2903 Sherman Ave NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72572585

Harriet Morgan

Dear Neighborhood Planning Manager Anna Chamberlin,

As a bike rider living within a mile of Crystal City, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Harriet Morgan 714 19th St S

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72697394

Henry Dunbar

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

This is a once-in-a-century opportunity. Let's please not miss it. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Henry Dunbar

1616 S. Pollard St.

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72707317

Holly Seeloff

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Holly Seeloff

765 Quebec Pl NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72572877>

Holly Surbaugh

Dear Neighborhood Planning Manager Anna Chamberlin,

As an Arlington resident who bikes to or through Crystal City just about every weekend, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Holly Surbaugh

1111 Arlington Blvd Apt 508

Arlington, VA 22209 http://admin.phone2action.com/email/open/leg/347254/72642819

Howard Marks

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of the District.

Regards,

Howard Marks

777 7th Street, NW, #624Washington

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72242998>

Ingrid Seggerman

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ingrid Seggerman

25 8th St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72581633

J. Swiderski

Dear Neighborhood Planning Manager Anna Chamberlin,

There are few existing connections between DC and Virginia, and all require walking or riding on a narrow path directly next to motor-vehicle traffic, often at high speed, which makes getting across the river on foot or by bike or scooter unpleasant at best, and often anxiety- (not to mention asthma-) inducing.

A new connection, away from motor vehicle traffic, will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

J. Swiderski

1749 Seaton St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72632323>

Jack Koczela

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. This bridge construction project is fully supported by the DC Recreational Trails Advisory Committee, of which I am Co-Chair.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jack Koczela

5525 Hawthorne Place, NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72588217

Jacob Mason

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Jacob Mason

734 Varnum St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72305699

Jacob Mason

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jacob Mason

734 Varnum St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72564356

James Harris

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

James Harris

8057 Ashland Avenue. Apt1

Manassas, VA 20109 http://admin.phone2action.com/email/open/leg/347254/72286433

James Ingram

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, James Ingram 3036 Cambridge PI NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72287748

James Spearman

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, James Spearman 441 S St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72591930

Janusz Wasiolek

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Janusz Wasiolek

	1111 Belle Pre Way
	Alexandria, VA 89131 http://admin.phone2action.com/email/open/leg/347254/72241454
Jason Sliwa	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Jason Sliwa 1325 Park Rd NW
	Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72271499
Jason Yeung	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards,
	Jason Yeung
	4540 MacArthur Blvd. NW, Apt. 109 Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72578191
Jeb Stenhouse	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Regards,

Jeb Stenhouse

1700 V St NW APT 3

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72574451

Jeff Gauger

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, the City of Alexandria, and Fairfax County.

Regards,

Jeff Gauger

7927 Bayberry Dr

Alexandria, VA 22306 http://admin.phone2action.com/email/open/leg/347254/72577673

Jeff Gustafson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jeff Gustafson

101 North Carolina Ave SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72344844

Jeff Wetzel

Dear Neighborhood Planning Manager Anna Chamberlin,

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Jeff Wetzel

2031 Hamlin St NE

Washington, DC 20018 http://admin.phone2action.com/email/open/leg/347254/72586446

Jeff Yake

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Jeff Yake 207 Uhler Ter

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72243234

Jeff Yake

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Jeff Yake

	207 W Uhler Terrace Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72578450>
jeff yeates	Dear Neighborhood Planning Manager Anna Chamberlin,
Jen yeates	Dear Neighborhood Planning Manager Alina Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, jeff yeates 4909 7th Rd S
	Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72578559>
Jeffrey Grotte	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Jeffrey Grotte 30 W GLENDALE AVE
	Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72580590>
Jeffrey Newhouse	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Regards,

Jeffrey Newhouse 810 S Overlook Dr

Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72579926

Jeffrey Schnur

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jeffrey Schnur

1734 Stonebridge Rd

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72578926

Jennifer Brundage

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jennifer Brundage 2716 10th St NE

Washington, DC 20018 http://admin.phone2action.com/email/open/leg/347254/72617412

Jerry Cowden

Dear Neighborhood Planning Manager Anna Chamberlin,

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jerry Cowden

1501 S Edgewood St., #576

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72576624

Jessica Rozek

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Jessica Rozek

702 S Fayette St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72580753

Jim East

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

As a frequent runner on the Mt. Vernon Trail, a safe pathway connecting DC to Virginia would make me feel much, much safer than the current sidewalk on I-395.

Regards, Jim East 805 A St SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72582088

Jim Feaster

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Jim Feaster 525 N. Ivy St

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72579444

JoAnn Bordeaux

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

JoAnn Bordeaux 11324 Dockside Cir

Reston, VA 20191 http://admin.phone2action.com/email/open/leg/347254/72279129

John Nwaezeapu

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

John Nwaezeapu 6500 13th St NW

Washington, DC 20012 http://admin.phone2action.com/email/open/leg/347254/72573501

John Stanley

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

John Stanley 2510 11th St N

2310 11(113(11

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72243290

John Tschetter

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

John Tschetter

301 N Jackson St

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72649983

Jon Cowles

Dear Neighborhood Planning Manager Anna Chamberlin,

I commute by bicycle through this area every day. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Jon Cowles

1502 13th St NW, #4

Washington, DC 20005 http://admin.phone2action.com/email/open/leg/347254/72574513

Jonathan Averback Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

I regularly bike from Crystal City to the Penn quarter for work and restaurants. I would more often bike at night to / from the waterfront and southeast / nats park area if I had a better, well-lit connection from the bridge area to CC. The complete long bridge project offers a good connection between the areas.

Regards,

Jonathan Averback 1805 Crystal Dr Apt. 216

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72659919

Jonathan Epstein

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Jonathan Epstein

217 E Mason Ave

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72269032

jose de arteaga

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

jose de arteaga

2014 31st PI SE

Washington, DC 20020 http://admin.phone2action.com/email/open/leg/347254/72606034

Joseph Long

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Joseph Long

1044B BRIXTON CT

Sterling, VA 20164 http://admin.phone2action.com/email/open/leg/347254/72287993

Josephine Liu

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Josephine Liu

309 Holland Ln Unit 339

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72661835

Josh Tuch

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Josh Tuch

242 12th Place NE, Apt 3

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72402290

Joshua Rosenthal

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Joshua Rosenthal 4610 43rd St NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72573176>

Julia Serfass

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Julia Serfass 511 17th St Se

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72587377

Julio Hernandez

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Julio Hernandez

3000 S Randolph St, Apt 225

Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72269430

karen amy

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

karen amy

1333 Independence Ct SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72578381

Karen Azeez

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Karen Azeez

619 21st St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72572595

Karen Hanson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Karen Hanson

803 N. Emerson Street

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72577238

Karen Hoerst

Dear Neighborhood Planning Manager Anna Chamberlin,

I bike daily across the Potomac from Arlington into DC and back. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Karen Hoerst

301 S Highland St

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72573056

Karyn schwartz

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. This will help reduce traffic and make it easier for people to commute via bike to/from DC.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Karyn schwartz

617 N Jackson St

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72573901

Katherine Lewis

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, **Katherine Lewis** 2528 S Arlington Mill Dr Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72263262 Dear Neighborhood Planning Manager Anna Chamberlin, Kathryn Mikolajczak I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Kathryn Mikolajczak 2412 main line blvd Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72280942 Kathryn Riley Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Kathryn Riley 715 7th St NE Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72587631> Keith Bauerle Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation

equity and environmental goals of DC, Arlington County, and the City of Alexandria.

As a resident of the City of Alexandria I look forward to using the bridge to ride my bike to and from DC. Thanks.

Regards, Keith Bauerle 729 S Fayette St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72589205

Keith Kerr

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, KEITH KERR

8724 FALKSTONE LN

Alexandria, VA 22309 http://admin.phone2action.com/email/open/leg/347254/72268548>

Keith Lawrence

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Keith Lawrence

1612 MASSACHUSETTS AVE SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72573695

Kelly Close

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Kelly Close 4131 9th St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72242482

Kelly DeYoe

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Kelly DeYoe 1243 Linden Pl NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72572855>

Kendall Moffett-Sklaroff

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards,

Kendall Moffett-Sklaroff

55 M St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72572726

Kenneth Bandy

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Kenneth Bandy 6501 26th St N

Arlington, VA 22213 http://admin.phone2action.com/email/open/leg/347254/72271642

Kenneth Stump

Dear Neighborhood Planning Manager Anna Chamberlin,

I'm writing to reiterate my strong support for a bike-pedestrian crossing as part of the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Kenneth Stump

2747 Ordway St. NW Apt. B

Washington, DC 20008 http://admin.phone2action.com/email/open/leg/347254/72577625

Kent Fothergill

Dear Neighborhood Planning Manager Anna Chamberlin,

I am 58 years old and moved to this area from the rural mid-south 3.5 years ago. In the mid-south, cars are useful. When I moved here I quickly discovered that a private car does not make sense. I tried the Metro, but when i work late shifts it is a horrible option. In desperation, bicycling has become my main mode of transportation. I have been surprised at the efficiency of cycling. I also have

enjoyed the physical and mental benefits of bicycle commuting. Given the benefits to me personally and the greater DC Metro area, it is a shock that I continually find undersized, poorly maintained, and badly designed bicycle trails and especially bridge crossings. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Kent Fothergill

2403 Burke Ave

Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72573069

Kerry Read

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Kerry Read

325 9th Street NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72573574

Kerstin Canby

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Kerstin Canby 2328 19th street nw

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72259629

Kevin Halligan

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Kevin Halligan

1715 Capitol Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72574278

Kevin O'Halloran

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Kevin O'Halloran 1319 Park Rd.

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72257739

Keya Chatterjee

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Keya Chatterjee

1212 Wylie St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72242193>

Kim Toufectis

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Kim Toufectis

150 Tennessee Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72273206

Kirstin Corris

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Thank you for being forward-thinking and representing all of us!

Regards,

Kirstin Corris

	2339 40th PL NW, Apt 104
	Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72540211
Kristin Frontiera	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Trinington country, and the city of Alexandria.
	Regards,
	Kristin Frontiera
	435 R Street NW, #304
	Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72573377>
Kyle Farver	Dear Neighborhood Planning Manager Anna Chamberlin,
	Later and the billion of the control of the control of the billion
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	Tenfain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Kyle Farver
	660 Morton Pl NE
1.81	Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72338268>
LN	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	1 strongly support the sike pedestrian crossing midgation measure for the cong bridge i roject. The sike-pedestrian crossing needs to

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Arlington County, and the City of Alexandria.

Regards,

LN

3300 Whitehaven St NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72572960

Lance Tracey

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Lance Tracey

Old Mill Rd

Mount Vernon, VA 22309 http://admin.phone2action.com/email/open/leg/347254/72328548>

Lara Levison

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

The best time to add bicycle and pedestrian access to a transportation project is when it is being planned and built. Promoting non-automobile transportation will help DC achieve our goal to be carbon neutral and climate resilient by 2050.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Lara Levison

919 Constitution Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72676154>

Lara Ponomareff

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Lara Ponomareff

1414 North Lancaster Street

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72319346>

Lasse Van Essen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Lasse Van Essen 1213 V street NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72574323

Laurel Cullen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Laurel Cullen

2727 Duke St Apt. 209

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72241994>

Lauren Anneberg

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Lauren Anneberg 3220 17th St NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72581166>

Leif Brostrom

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Leif Brostrom 501 12th St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72309751>

Leslie Tierstein

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

I frequently have to commute by bicycle from S Arlington (near Ft Myer) into DC. This crossing would greatly ease my travel, eliminating extensive detours (and encounters with vehicular traffic) currently required by the "bike/ped path desert" in S Arlington. Regards. Leslie Tierstein 413 S Veitch St Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72574492 Linh Hoang Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Linh Hoang 3056 Southern Elm Ct Fairfax, VA 22031 http://admin.phone2action.com/email/open/leg/347254/72580482 Liz Brading Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Liz Brading 7035 Blair Rd NW Washington, DC 20012 http://admin.phone2action.com/email/open/leg/347254/72574360 Lorenz Noe Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Lorenz Noe

940 25th Street NW APt 816-S

Washington, DC 20037 http://admin.phone2action.com/email/open/leg/347254/72573279

Loriane Icibaci

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Loriane Icibaci

3279 Sutton Pl NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72328487>

Lucy Debutts

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Lucy Debutts

3448 S Wakefield St

Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72573020

Maitland Bottoms

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

As a user of existing bike routes across the Potomac - usually using either the upstream 14th St bridge or the Wilson Bridge side paths, a crossing at Long Bridge would still be a useful option. And with changes coming to the Crystal City area, it could be the most popular crossing.

Regards,

Maitland Bottoms 216 Moncure Dr

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72242664>

Marc Ferrara

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Marc Ferrara

1840 D Street NE #2

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72268387

Marc Ferrara

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Marc Ferrara

1840 D Street NE #2

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72721850

Marc Moscatello

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Marc Moscatello 8824 Camfield Dr

Alexandria, VA 22308 http://admin.phone2action.com/email/open/leg/347254/72573423

Maria Kalousi

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Maria Kalousi

	210 E Glendale Ave, Apt. 3 Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72625004
Mark Pankin	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards,
	Mark Pankin
	4800 Fillmore Ave. #105 Alexandria, VA 22311 http://admin.phone2action.com/email/open/leg/347254/72575833>
Mark Rodeffer	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards,
	Mark Rodeffer
	1311 Delaware Ave SW, Apt S-847
Name of Contract	Washington, DC 20024 http://admin.phone2action.com/email/open/leg/347254/72252434
Marlon Kuntze	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Marlon Kuntze 5810 Brookview Dr

Alexandria, VA 22310 http://admin.phone2action.com/email/open/leg/347254/72689520

Marlon Kuntze

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Marlon Kuntze

5810 Brookview Dr

Alexandria, VA 22310 http://admin.phone2action.com/email/open/leg/347254/72689561

Mary Lawal

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Mary Lawal

1459 Roxanna Rd NW

Washington, DC 20012 http://admin.phone2action.com/email/open/leg/347254/72262141

Mary Morse

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Mary Morse 3211 N 1st Place

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72576340

Mary Pratt

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Mary Pratt

3650 S Glebe Rd. #253

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72681526>

Matt Tyrrell

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Matt Tyrrell

811 Dogwood St NW

Washington, DC 20012 http://admin.phone2action.com/email/open/leg/347254/72581172

Matthew Downs

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Matthew Downs 326 N Patrick St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72622164

Matthew OBrien

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Matthew OBrien 6677 Debra Lu Way

Springfield, VA 22150 http://admin.phone2action.com/email/open/leg/347254/72572575

Matthias Paustian

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Arlington County, and the City of Alexandria.

Regards,

Matthias Paustian 1720 Upshur St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72579623

Mauricio Sanmartin

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Mauricio Sanmartin 525 23rd Street NW

Washington, DC 20037 http://admin.phone2action.com/email/open/leg/347254/72608202

Maxime Devilliers

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Maxime Devilliers 1459 A Street NE APT E

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72573121

Meg Hargreaves

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Meg Hargreaves

1002 Virginia Ave

Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72258194

megan ahearn

Dear Neighborhood Planning Manager Anna Chamberlin,

As a bike commuter, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

megan ahearn

325 Wesmond Dr

Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72260467>

Megan Janicki

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Megan Janicki

	26 Quincy Pl NE Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72273577>
Megan Sweitzer	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Megan Sweitzer
	1324 Montello Ave NE
	Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72579922
Megan Wholey	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Megan Wholey
	5816 4th St. S.
	Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72598300>
Michael	Dear Neighborhood Planning Manager Anna Chamberlin,
Duncanson	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Michael Duncanson 6535 Coachleigh Way

Alexandria, VA 22315 http://admin.phone2action.com/email/open/leg/347254/72578889>

Michael Ehst

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

MICHAEL EHST 6730 26th Street N

Arlington, VA 22213 http://admin.phone2action.com/email/open/leg/347254/72244288

Michael Harris

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Michael Harris 720 A Street NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72584646

Michael Perry

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Michael Perry 520 12th St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72580898

Michael Quiroz

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Michael Quiroz 1731 Kenyon St NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72699644

Michael Trahan

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Michael Trahan

	818 S. Veitch St
	Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72279953>
Michael Wolosin	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Michael Wolosin 4316 Yuma St NW Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72356243>
Michelle Leonard	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Michelle Leonard 7590 Vogels Way Springfield, VA 22153 http://admin.phone2action.com/email/open/leg/347254/72324443>
Michelle	Dear Neighborhood Planning Manager Anna Chamberlin,
Malebranche	2 ca ca. g ca daining manager raina enambering
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of

the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Michelle Malebranche 2422 17th street nw, 103

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72578921

Mike Burns

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Mike Burns 1831 2nd St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72702853

Mike Orendorff

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

This would promote safety and health in our area. All for both! Thanks for your consideration:)

Regards,

Mike Orendorff 3342 gunston rd

Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72581757>

Minh Nguyen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Minh Nguyen 1611 N Quincy St

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72247612

Mitchell O'Brien

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Mitchell O'Brien 1829 6th St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72580011

Monica Irmler

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

Regards, Monica Irmler 3905 Hillandale Ct NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72365786

Mr. Klein

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Mr. Klein 2200 Marthas

Alexandria, VA 22307 http://admin.phone2action.com/email/open/leg/347254/72641769

Nadine Graham

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Nadine Graham 804 Hamilton St NE

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72418818>

Nancy Duley

Dear Neighborhood Planning Manager Anna Chamberlin,

As a long-time bike commuter, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Nancy Duley 1910 Ingram Place

Alexandria, VA 22308 http://admin.phone2action.com/email/open/leg/347254/72324866>

Nancy dupree

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Nancy dupree

320 S West St. #405

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72282085

Natalie Kean

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

I bike on the Mt Vernon trail and 14th street bridge every day. Having a dedicated bike bridge is necessary to accommodate the growing bike and pedestrian traffic on this route. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Natalie Kean 1105 N Pitt St #1A

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72299410

Natalie Wegener

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. There are thousands of commuters going from VA to DC and vice versa for work every day of the week. Help us all be safer as we strive to be healthier and relieve some of the stress on an already over burdened transportation system. Ensure that this stays in the plan for this project, the returns on investment will pay in dividends both in human capital and improving transportation.

When completed, the Long Bridge will be the best crossing of the Potomac River for bicyclists and pedestrians. It will have a direct, positive impact on District residents, and advance DC's transportation equity and environmental goals. Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Natalie Wegener

2612 Sherman Ave NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72589677>

Neil Blake

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Neil Blake

2257 N Nottingham St

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72579776

Nevada Watson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

As a frequent bike commuter, I can attest to the benefit of completing this project with cyclists and pedestrians in mind.

Regards,

Nevada Watson

4532 Taney Ave

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72579920

Nicholas Provenzo

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation goals of DC, Arlington County, and the City of Alexandria.

Regards,

Nicholas Provenzo

155 Somervelle St.

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72578854>

Nick Deichmeister

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Nick Deichmeister Girard St NE Washington, DC 20017 http://admin.phone2action.com/email/open/leg/347254/72578825 Noah Leslie Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Noah Leslie 1630 R St NW Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72245953 patrice coss Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, patrice coss 1028 Walter Reed Dr., Apt. 618 Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72707835 Patrick Pannett Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing is critical to the Long Bridge Project! Especially as we look to advance more equitable ways to travel while protecting the environment and

alleviating traffic, this is a critical asset to underline commitment to safe streets and a vibrant urban economy.

When completed, the Long Bridge will be the best crossing of the Potomac River for bicyclists and pedestrians. It will have a direct, positive impact on District residents, and advance DC's transportation equity and environmental goals.

Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner.

Regards,

Patrick Pannett

1336 G St SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72579996

Patrick Revord

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Patrick Revord

430 M St SW

Washington, DC 20024 http://admin.phone2action.com/email/open/leg/347254/72371567>

Paul Carstensen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Paul Carstensen

1069 W Broad St, #275

Falls Church, VA 22046 http://admin.phone2action.com/email/open/leg/347254/72263366

Paul Morris

Dear Neighborhood Planning Manager Anna Chamberlin,

As a 20 year resident and bike commuter, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Paul Morris

3336 17th Street NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72244970

Paul Neureiter

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Paul Neureiter

4615 23rd Rd. N

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72580120

Paul Nicholsen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Paul Nicholsen #1 218 20th St NE Washington, DC 20

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72579126

Pedro Dana

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Pedro Dana

739 Newton Pl NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72275260

Peter Denton

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Peter Denton 1013 E Street NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72576037>

Peter Eisler

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Peter Eisler 1341 30th St NW

Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72580462

Peter Harnik

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Peter Harnik

3505 22nd St N

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72641233

Peter Mason

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Peter Mason

3000 Connecticut Avenue NW, Apt 421

Washington, DC 20008 http://admin.phone2action.com/email/open/leg/347254/72578833>

Peter Richman

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Peter Richman

1733 Upshur St NW

Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72269676

Peter Stokely

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Peter Stokely

5531 18th Rd N

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72282895>

Rachel Marks

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

	Regards, Rachel Marks 808 Ramsey St
	Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72581957>
Raphael Tisch	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Raphael Tisch 711 Rittenhouse St NW
	Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72495073>
Raymond Harwood	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	This is probably a once-in-a-generation opportunity to do this river crossing right. I urge your support!
	Regards, Raymond Harwood 2701 S June St
	Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72580290>
Rebecca Cusic	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Rebecca Cusic 3304 18th Street NE

Washington, DC 20018 http://admin.phone2action.com/email/open/leg/347254/72582446>

Rich Moran

Dear Neighborhood Planning Manager Anna Chamberlin,

I commute round trip almost every weekday across the 14th St Bridge. The current crossing is narrow and dangerous.

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Rich Moran 1200 G St NW

Washington, DC 20005 http://admin.phone2action.com/email/open/leg/347254/72272199

Richard Dooley

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Richard Dooley 365 N. Granada St.

Arlington, VA 22203 http://admin.phone2action.com/email/open/leg/347254/72244430

Richard Rynders

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Richard Rynders 3220 12th Street S

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72281034

Rick Beckman

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Rick Beckman 1746 Irving St NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72244935>

Rick Entsminger

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of

the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Rick Entsminger

42427 Belmont Glen Pl

Ashburn, VA 20148 http://admin.phone2action.com/email/open/leg/347254/72279825

Robert Miller

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Robert Miller

1129 Westmoreland Rd

Alexandria, VA 22308 http://admin.phone2action.com/email/open/leg/347254/72595748

Robert Williams

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Robert Williams 4452 38th St N

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72660892

Robin Parker

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Robin Parker

619 7th St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72688079

Ron Sanseverino

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Ron Sanseverino

851 N Glebe Rd

Arlington, VA 22203 http://admin.phone2action.com/email/open/leg/347254/72580027

Ross Filice

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Ross Filice

	3800 Reservoir Rd NW
	Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72279946
Rubens Chagas	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Rubens Chagas 4021 Benton St NW Washington, DC 20007 http://admin.phone2action.com/email/open/leg/347254/72736064>
Rufus Godwin	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.
	Regards, Rufus Godwin 2399 N Quincy St Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72257146>
Ruth Driscoll-	Dear Neighborhood Planning Manager Anna Chamberlin,
Lovejoy	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. My husband and I are avid runners and walkers, who see this as a path that can afford connectivity and a lot of safety to our interests.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of

the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Ruth Driscoll-Lovejoy 7748 Frances Dr Alexandria, VA 22306 http://admin.phone2action.com/email/open/leg/347254/72477018 Ryan Lauer Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Ryan Lauer 3438 Dix Street NE Washington, DC 20019 http://admin.phone2action.com/email/open/leg/347254/72272456 Ryan Thompson Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Ryan Thompson 1013 N Kentucky Street Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72721420 Sam Buckley Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Sam Buckley

5402 Connecticut Ave NW

Washington, DC 20015 http://admin.phone2action.com/email/open/leg/347254/72244156

Sam Farmer

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Sam Farmer

463 M St NW

Washington, DC 20001 http://admin.phone2action.com/email/open/leg/347254/72325811

Sam Kome

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Sam Kome

1625 Primrose Rd NW

Washington, DC 20012 http://admin.phone2action.com/email/open/leg/347254/72613036>

Samantha Bisogno Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Samantha Bisogno

1919 Clarendon Blvd, Apt 541

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72244526

Samantha Wetzel

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Samantha Wetzel 2031 Hamlin St NE

Washington, DC 20018 http://admin.phone2action.com/email/open/leg/347254/72659304>

Sandi Worthen

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria. Regards, Sandi Worthen 1993 Youngs Dr Haymarket, VA 20169 http://admin.phone2action.com/email/open/leg/347254/72312850 Sarah Caldwell Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Sarah Caldwell 1717 Webster St NW Washington, DC 20011 http://admin.phone2action.com/email/open/leg/347254/72609371 Sarah Husain Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Sarah Husain 14 Ancell St Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72579198 scott Donelson Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, scott Donelson 817 22nd st south

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72579682

Scott Dorn

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Scott Dorn

4301 Mass Ave NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72311080

Scott Mearns

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Scott Mearns

	2611 S Lynn Street
	Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72275356>
Sean Fish	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Sean Fish
	423 19th Street NE
	Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72578836>
Sean Roark	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Dogovdo
	Regards, Sean Roark
	313 S Fenwick St
C 1	Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72685116>
Sergio Leon	Dear Neighborhood Planning Manager Anna Chamberlin,
	Lating all grown out the hile medical angular materials measure for the Levy Duides Ducket. The hile wedgetien angular to
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria. Regards, Sergio Leon 1600 S Eads St Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72578848 **Shane Brucker** Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Shane Brucker 1021 First St Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72579705 Sharon Dear Neighborhood Planning Manager Anna Chamberlin, Kroszkewicz I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Sharon Kroszkewicz 3537 S George Mason Dr Alexandria, VA 22302 http://admin.phone2action.com/email/open/leg/347254/72256687> Simon Dear Neighborhood Planning Manager Anna Chamberlin, HinsonJones I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Simon HinsonJones

514 Constitution Avenue NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72578939

Sina Chenari

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Sina Chenari

10304 Mystic Meadow Way

Oakton, VA 22124 http://admin.phone2action.com/email/open/leg/347254/72247121

Sriram Sridharan

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

SRIRAM SRIDHARAN

1210 N TAFT ST APT 604

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72578851

Stacy Langsdale

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Stacy Langsdale 516 S Fayette St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72321708

Stephanie Davio

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Stephanie Davio

1703 Kilbourne Pl NW

Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72693405>

Stephen Claeys

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Stephen Claeys

1115 North Powhatan Street

Arlington, VA 22205 http://admin.phone2action.com/email/open/leg/347254/72669223

Stephen Collesano

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

stephen collesano

1333 Independence Ct SE

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72308411

Stephen Kolb

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

STEPHEN KOLB 229 10th St NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72252966>

Steven Leutner

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Steven Leutner

1413 North Monroe St

Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72258535

Steven Zaret

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Steven Zaret

3047 S Buchanan St B1

Arlington, VA 22206 http://admin.phone2action.com/email/open/leg/347254/72578834

Susan Brewton

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Susan Brewton

	2200 19th Street Northwest, 409
	Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72639855>
Susan Huang	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Susan Huang
	800 4th St SW
	Washington, DC 20024 http://admin.phone2action.com/email/open/leg/347254/72589343>
Susan Wuchinich	Dear Neighborhood Planning Manager Anna Chamberlin,
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of
	the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,
	Arlington County, and the City of Alexandria.
	Regards,
	Susan Wuchinich
	6532 10ths
	Alexandria, VA 22307 http://admin.phone2action.com/email/open/leg/347254/72580745
Suzanne	Dear Neighborhood Planning Manager Anna Chamberlin,
Neureiter	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to
	remain part of the Long Bridge Project.
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of

the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Suzanne Neureiter 4615 23rd Rd N

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72578887

Tamara De La Camp

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

TAMARA DE LA CAMP 311 S Fayette St

Alexandria, VA 22314 http://admin.phone2action.com/email/open/leg/347254/72286463

Ted Saks

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Ted Saks

1016 26th Rd S Arlington va

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72605909

Teresa Thiele

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Teresa Thiele

705 Florida Ave NE

Washington, DC 20002 http://admin.phone2action.com/email/open/leg/347254/72244459

Thomas Martin

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Thomas Martin

600 23rd Street S

Arlington, VA 22202 http://admin.phone2action.com/email/open/leg/347254/72260026

Tim Beaty

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tim Beaty

116a E Glebe Rd

Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72580119>

Tim Ryan

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Tim Ryan

5312 Carolina Place NW

Washington, DC 20016 http://admin.phone2action.com/email/open/leg/347254/72683334>

Timothy Donovan

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

TIMOTHY DONOVAN

5934 6TH ST

Falls Church, VA 22041 http://admin.phone2action.com/email/open/leg/347254/72572778

Timothy Meinken

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria. Regards, Timothy Meinken 711 Annie Rose Ave Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72254199 **Timothy Moll** Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Timothy Moll 2411 Richmond Hwy Alexandria, VA 22301 http://admin.phone2action.com/email/open/leg/347254/72268665> **Timothy Rosner** Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Timothy Rosner 1024 N Utah St Arlington, VA 22201 http://admin.phone2action.com/email/open/leg/347254/72335859>

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

Dear Neighborhood Planning Manager Anna Chamberlin,

Todd Weiser

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Todd Weiser 4002 Javins Dr

Alexandria, VA 22310 http://admin.phone2action.com/email/open/leg/347254/72589540

Tom Haser

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tom Haser

525 Water Street Sw

Washington, DC 20024 http://admin.phone2action.com/email/open/leg/347254/72579080

Tricia Chicka

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tricia Chicka

1749 Seaton St NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72329027>

Tyler Blanchard

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tyler Blanchard 105 Elmar Dr SE

Vienna, VA 22180 http://admin.phone2action.com/email/open/leg/347254/72253894

Tyler Harding

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tyler Harding

803 N Howard Street, Unit 543

Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72273243

Tyler Tichenor

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC,

Arlington County, and the City of Alexandria.

Regards,

Tyler Tichenor

2006 15th Street NW

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72245321

Tyler Wean

Dear Neighborhood Planning Manager Anna Chamberlin,

As someone who commutes over the Potomac from Arlington to DC every day, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Thank you for your support.

Regards,

Tyler Wean 610 S Taylor St

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72582885

Tyler Wean

Dear Neighborhood Planning Manager Anna Chamberlin,

As someone who crosses the Potomac River everyday on my ride to and from work, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tyler Wean

610 S. Taylor St.

Arlington, VA 22204 http://admin.phone2action.com/email/open/leg/347254/72260593

Tyrone Cook

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tyrone Cook

6641 Wakefield Drive, Apt 515

Alexandria, VA 22307 http://admin.phone2action.com/email/open/leg/347254/72319608

Tyson Brown

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Tyson Brown

7826 Friars Ct

Alexandria, VA 22306 http://admin.phone2action.com/email/open/leg/347254/72280274

Tyson Schaedel

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards, Tyson Schaedel 5328 Thayer Ave Alexandria, VA 22304 http://admin.phone2action.com/email/open/leg/347254/72579089 Dear Neighborhood Planning Manager Anna Chamberlin, Wayne Rhodes I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, Wayne Rhodes 1732 Park Road, N.W. Washington, DC Washington, DC 20010 http://admin.phone2action.com/email/open/leg/347254/72587925 Wendy Reinsel Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. Regards, WENDY REINSEL 1100 Alvord Court Mclean, VA 22102 http://admin.phone2action.com/email/open/leg/347254/72309102 Will Herbig Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to

remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Will Herbig

2001 L Street Nw 200

Washington, DC 20036 http://admin.phone2action.com/email/open/leg/347254/72588510

William Carter

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

William Carter

206 W Mount Ida Ave

Alexandria, VA 22305 http://admin.phone2action.com/email/open/leg/347254/72607791

William Hall

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

William Hall

4431 17th St N

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72579429

William Jones

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

William Jones

4626 14th St N

Arlington, VA 22207 http://admin.phone2action.com/email/open/leg/347254/72581418

William Lyke

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

William Lyke

11608 Hampstead Dr

Fredericksburg, VA 22407 http://admin.phone2action.com/email/open/leg/347254/72581988

William Rapp

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

William Rapp

1858 California St NW, Apt 23

Washington, DC 20009 http://admin.phone2action.com/email/open/leg/347254/72259116>

Wilson Trawick

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Wilson Trawick

818 C Street Southeast

Washington, DC 20003 http://admin.phone2action.com/email/open/leg/347254/72587644

Zachary Ferguson

Dear Neighborhood Planning Manager Anna Chamberlin,

I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.

It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.

Regards,

Zachary Ferguson

616 E St NW

Washington, DC 20004 http://admin.phone2action.com/email/open/leg/347254/72267506

Other Bike-Pedestrian Crossing Support Form Letter

Bruce Wright

I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC.

Thank you!

	Bruce Wright
Alexis Glenn	703-328-9619 (cell) I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital
Alexis Gleffii	connection between Virginia and DC.
	Thank you!
	-Alexis Glenn
	22303
Steven Ward	I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC. Thank you!
	Steven Ward
Shawn Newman	I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC.
	Thank you!
	Shawn Newman
	Fairfax County Resident



Appendix H4: Agency and Organization Comments

Federal Agency Comments

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION III 1650 Arch Street Philadelphia, Pennsylvania 19103-2029

October 25, 2019

Anna Chamberlin
Neighborhood Planning Manage and Sustainability Division
District Department of Transportation
55 M Street SE, Suite 400
Washington DC 20003

David Valenstein Railroad Policy and Development Federal Rail Administration 1200 New Jersey Ave SE Washington, DC 20590

Re: Draft Environmental Impact Statement and Draft Section 4(F) Evaluation, Long Bridge Project, District of Columbia and Arlington VA, CEQ #20190221

Dear Ms. Chamberlain and Mr. Valenstein:

In accordance with the National Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), the U.S. Environmental protection Agency (EPA) has reviewed the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) Draft Environmental Impact Statement (DEIS) for the Long Bridge Project. The proposed project would provide needed additional long-term railroad capacity to address planning year 2040 and improve the reliability of railroad service through the Long Bridge Corridor from Arlington, Virginia and L'Enfant (LE) Interlocking near 10th Street in the District of Columbia.

The purpose and need of the Proposed Action are to provide additional rail capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

We appreciate the thoroughness of the document's alternatives discussion and the coordination done by FRA with resource agencies including the National Marine Fisheries Service (NMFS). We suggest that the final EIS (FEIS) provide more detail on the coordination, including future coordination, with NMFS. It is noted in the DEIS that impact to submerged aquatic vegetation (SAV) is likely from a

new structure crossing the Potomac River. SAV has important function as aquatic habitat and in water quality. EPA recommends consideration of mitigation for the potential loss of SAV resource. As design plans advance, EPA recommends FRA investigate opportunities for the placement of green infrastructure best management practices (BMPs) in the study area to further capture stormwater runoff from entering the Potomac River. Please see more detail in our attached technical comments.

We ask that you consider our comments in this letter and enclosure in preparation of the FEIS. We would also welcome the opportunity to discuss any of these comments. Please feel free to contact me at (215) 814-3322 or rudnick.barbara@epa.gov or Ralph Spagnolo at (215) 814-2718, spagnolo.ralph@epa.gov with any comments or questions.

Sincerely,

Barbara Rudnick

NEPA Program Coordinator

Office of Communities, Tribes & Environmental

Assessment

Enclosure

Detailed Comments for Draft Environmental Impact Statement Long Bridge Project

EPA has the following recommendations for consideration in the development of the final EIS:

Natural Ecological Systems (Section 5.4.1)

Terrestrial vegetation (Section 5.4.1.1)

The preferred Action Alternative A will have permanent impacts to 3.7 acres of narrow strips of vegetation along the linear footprint of the proposed bridge. It is recommended that impacts to this vegetation be minimized and if permanent impacts result, we encourage consideration of compensatory mitigation for the loss of resource.

SAV (5.4.1.3)

The DEIS states that there is potential permanent impact a total of 2,650 square feet of SAV from the pier construction and shading from the new deck, and some additional impact from the pedestrian walkway, based on the latest aerial survey performed by the Virginia Institute for Marine Science in 2017 (VIMS). If these impacts cannot be avoided, we recommend that compensating for the permanent loss be considered by FRA. Additionally, if there is a possibility of indirect impacts to SAV beds downstream in the Potomac River, resulting from scour and deposition from the installation of crossing piers, EPA suggests addressing minimization of these potential impacts in the FEIS. As VIMS has not performed a complete SAV survey since 2017, it may be prudent and beneficial to perform multi-year field surveys of the existing SAV beds prior to construction to update available information on the SAV resource condition and coverage in the local area. EPA would appreciate an opportunity to contribute and participate in the SAV field survey planning and implementation.

Rare, Threatened and Endangered Species (5.4.2.2)

EPA appreciates continued coordination with the National Marine Fisheries Service (NMFS) as the project proceeds forward, including consultation to determine recommendations on time-of-year restrictions and minimization techniques to migrating fish species. We suggest that the FEIS explain what measures will be implemented to minimize the impacts to all fish species during the construction phase, especially during the installation of bridge piers (this may include need for vibration attenuation such as bubble curtains to reduce impact to fish). We recommend the FEIS further address FRA's and DDOT's coordination with the NMFS for avoidance and minimization to migratory fish species, especially the *Acipenser brevirostrum*, shortnose sturgeon, and *Acipenser oxyrinthus*, atlantic sturgeon.

Stormwater (6.3.1.3.)

It is mentioned in the DEIS that a stormwater management plan will be developed for the project in the design phase and it will detail the location and design of all planned stormwater management facilities. EPA recommends the FEIS include a proposed or preliminary stormwater management plan, identifying potential locations for best management practices (BMPs). We suggest the plan include the type of BMPs being evaluated and estimate the amount of stormwater runoff they would treat. We recommend

evaluation of the use of green infrastructure techniques such as bio-swales, rain gardens, porous pavement, etc.

Air Quality and Greenhouse Gases (10.0)

Regulatory Context (10.2.1)

It is recommended that a citation to the general conformity rule (40 CFR part 93, subpart B) and the *de minimis* thresholds (40 CFR 93.153) be included in the discussion of general conformity on page 10-2. Page 10-2 states, "Arlington County does not have regulations or ordinances that govern air pollutant emissions." Note that Arlington County is included in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS. Therefore, Virginia laws and regulations for both attainment and marginal nonattainment areas apply to Arlington County as well as the federal Clean Air Act (CAA).

Air Quality (10.2.2.1)

It is recommended that the paragraph on page 10-4 regarding the quantitative construction air quality analysis explain that the project is in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS, therefore, pursuant to the general conformity rule at 40 CFR part 93, subpart B and 40 CFR 93.153, a general conformity applicability analysis is required.

Ambient Air Quality (10.3.1)

Table 10-1 on page 10-6 shows 2017 design values, which are calculated using 2015-2017 monitoring data. However, page 10-5 refers to the data in Table 10-1 as being from 2014 to 2016. Also, note that 2018 design values are available.

Page 10-5 states, "The EPA designates the District and Arlington County as nonattainment areas for 8-hour O3...". It is recommended that it be clarified that the District and Arlington County are designated as marginal nonattainment for the 2015 8-hour ozone NAAQS. Both areas are maintenance for the 2008 8-hour ozone NAAQS. It is suggested that a reference to EPA's Green Book at https://www.epa.gov/green-book be included.

Air Quality Index (10.3.2)

Page 10-6 provides background information on the Air Quality Index (AQI) but does not include information specific to the project area. We would be pleased to discuss recommended detailed air quality data for the study.

Regional Greenhouse Gas Emissions (10.3.3)

EPA recommends Table 10-2 Air Quality Index and Associated Health Effects be moved under section 10.3.2 Air Quality Index.

SELECTION OF THE SECOND OF THE

IN REPLY REFER TO

United States Department of the Interior

OFFICE OF THE SECRETARY

Office of Environmental Policy and Compliance Custom House, Room 244 200 Chestnut Street Philadelphia, Pennsylvania 19106-2904

October 28, 2019

9043.1 ER 19/0417

Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE Suite 400 Washington, DC 20003-3515

Dear Ms. Chamberlin:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and draft Section 4(f) Evaluation for the Long Bridge Project (the Project), which connects Arlington, Virginia to Washington D.C. The Department submits the following comments in accordance with provisions of the National Transportation Act of 1966, as amended 23 U.S.C. 138 and 49 U.S.C. 303, referred to as Section 4(f), and the applicable regulations at 23 C.F.R. 774, and other regulations and guidance.

The Department understands that the Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) are the lead agencies that have prepared the DEIS and Draft Section 4(f) Evaluation for the Project. The Virginia Department of Rail and Public Transportation (DRPT) is the named Project Sponsor for the future phases of the Long Bridge project.

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. The location of this proposal is in the Capitol Hill neighborhood of the District of Columbia (District) beneath eastbound Virginia Avenue SE from 2nd Street SE to 9th Street SE; Virginia Avenue Park between 9th and 11th Streets; and the 11th Street Bridge right-of-way. Construction is anticipated to start 2022 and last for approximately four to five years. The proposed new infrastructure includes a new two-track railroad bridge and a bicycle/pedestrian bridge over the Potomac River that will transect both the National Mall and Memorial Parks (NAMA) and the George Washington Memorial Parkway (GWMP). Because of the Project's impacts to these National Park Service (NPS) administrative units, the NPS is

serving as a cooperating agency on this project and has been coordinating with FRA, DDOT, and DPRT during the development of the DEIS.

As part of this DEIS and draft Section 4(f) Evaluation process, a number of different preliminary concepts were developed. Following an evaluation of these concepts several failed to meet the Project's overall purpose and need, and were dismissed from further analysis. The two action alternatives evaluated in the DEIS include:

- Alternative A Action Alternative A would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking in Arlington, Virginia through LE Interlocking in the District. This alternative would retain the existing Long Bridge over the Potomac River as well as the railroad bridge over the GWMP.
- Alternative B Similar to Action Alternative A, Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. However, Action Alternative B would also replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges. In addition to replacing the bridge over the GWMP and Long Bridge, Action Alternative B would expand the Long Bridge Corridor from two to four tracks in the same manner as Action Alternative A.

As stated in the DEIS and draft Section 4(f) Evaluation, both build alternatives have approximately the same layout (i.e., they would cover approximately the same surface area during and after construction). Of the two build alternatives being considered, Alternative A was identified as being a preferred alternative in the DEIS and draft Section 4(f) Evaluation. Under both alternatives, a bicycle-pedestrian bridge with connections to Long Bridge Park, the Mount Vernon Trail, and Ohio Drive SW located between the Metrorail Bridge and a new upstream railroad bridge is being considered as potential mitigation for impacts to properties protected under Section 4(f).

After review of the DEIS and draft Section 4(f) Evaluation, the Department understands that, due to the current location, this project will result in significant permanent and temporary impacts of the following Section 4(f) resources:

■ The GWMP/Mount Vernon Memorial Highway - Congress established the GWMP in May 1930, as one of the nation's premiere parkways, in the 1930s to commemorate the first President of the United States, provide scenic drives and connectivity to historic sites along the Potomac River, and create an aesthetic entryway into the District. The 25-mile parkway, administered by the NPS, runs along the Potomac River from the Mount Vernon Estate to Great Falls, Virginia. The Mount Vernon Memorial Highway (MVMH) is the original 15.2-mile segment of the GWMP commemorating the birth of George Washington.

- Mount Vernon Trail (MVT) The MVT is an 18-mile paved trail for pedestrians and bicyclists that runs between George Washington's Mount Vernon Estate and Theodore Roosevelt Island and parallels the GWMP for its entire length. The MVT is a recreational resource within the park, however, it is not currently a contributing resource to the GWMP or MVMH Historic Districts.
- East Potomac Park (EPP) East Potomac Park is one of the largest recreational spaces in the Washington, DC, core, occupying most of Hains Point between the Washington Channel and the Potomac River. It is almost 330 acres in size and extends southeast of West Potomac Park. East Potomac Park has been primarily developed for active recreation uses. The park currently contains a golf course with food service, one of the country's oldest miniature golf courses, a swimming pool, and a tennis facility. The area's roads are well used by bicyclists. Visitor services also include picnic facilities, restrooms, and a playground.
- Hancock Park approximately 1.11-acre located between the existing railroad tracks, northeast of the LE Interlocking, west of 7th Street SW, south of Maryland Avenue SW, and east of the 9th Street SW Expressway. HP contains open space, walkways, landscaping and screening, and café tables and chairs.

Alternative A would require the permanent use of up to .5 acres for the new bridge structure along the western side of the exiting Long Bridge and approximately .62 acres from the new bicycle/pedestrian bridge. The new railroad bridge would pass over the MVT and GWMP roadway and would permanently occupy a portion of the vegetated area between the trail and the roadway, with 15-20 foot high retaining walls. Construction of the new bridge would result in removal of approximately 70 trees, including three larger trees with greater than 34-inch trunk diameters. Some of these trees date to the 1932 planting plan of the GWMP and were intended to visually screen the railroad bridge from the motorway. Temporary use of up to 3.8 acres of NPS-administered land from the GWMP and MVMH for construction access and staging.

Alternative A would require the permanent use of up to 2.75 acres for retaining walls, abutments, and bridges through the park and approximately .31 acres from the new bicycle/pedestrian from NPS property from EPP and WPP. The new railroad bridge would pass over East Ohio Drive and the two new tracks would require widening of the existing railroad embankment, affecting approximately 2.4 acres of the park. The widened railroad right-of-way would also permanently occupy a portion of NPS Parking Lot C, causing the permanent loss of up to 50 parking spaces. Construction staging areas and widening of the embankment would require removal of approximately 170 trees, including eight larger trees with greater than 34-inch trunk diameters and up to four Japanese cherry blossom plantings. The majority of the trees removed (150) would be small saplings under 12-inch trunk diameters that screen the railroad tracks. Temporary use of up to 5.7 acres of NPS property from EPP and WPP for construction access and staging.

FRA has determined that the use of Hancock Park is *de minimis*. The temporary use is for construction access and staging. The NPS does not concur with this finding as a third of this very small park will be unavailable for use by the public for a duration of three years. The NPS considered this a temporary use under Section 4(f).

The Department agrees with the statements in both the DEIS and Draft Section 4(f) Evaluation that the Project would result in a determination of "adverse effect" under Section 106 National Historical Preservation Act (Section 106) to GWMP,MVMH, EPP and WPP historic resources. The removal of contributing vegetation, especially mature trees that date to the GWMP's 1932 planting plan and were intended to screen the railroad bridge from motorists, and the introduction of highly visible major infrastructure would diminish the historic integrity (specifically, the contributing vegetation), and inherent feeling of both the GWMP and MVMH. Action Alternative A would have an adverse effect on East and West Potomac Parks Historic District through incorporation of parkland and removal of up to four contributing Japanese cherry blossom plantings, which would diminish the integrity of setting, design, materials, and feeling of the park. Addition of the new bridge would also obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of the contributing structure and resulting in an adverse effect. Due to a determination of adverse effect, NPS has been participating as a consulting party in the development of a Programmatic Agreement which is being prepared in consultation with the DC State Historic Preservation Office and other consulting parties.

With regard to the draft Section 4(f), the Department understands no feasible and prudent alternatives that avoid the use of Section 4(f) properties were identified and that the action alternatives evaluated have somewhat equal impacts to Section 4(f) properties. The draft Section 4(f) Evaluation does not make a determination regarding prudent and feasible, as defined in 23 CFR 774.17. Document states that FRA will complete the Final Section 4(f) Evaluation at the same time as the FEIS for the Project. It will include a determination of the impacts to Section 4(f) properties resulting from the Preferred Alternative and documentation of measures to minimize harm. As a result, the Department is not likely to concur at this time. The Department will require more information regarding alternatives, mitigation and minimization as well as FRA determination of prudent and feasible. Implementation of the bicycle/pedestrian bridge is an element that would be a benefit to the NPS properties being impacted and would enhance access and connectivity to and through NPS properties.

Finally, the Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad services and understands the rationale for expanded capacity to occur within this corridor. However, we also understand the major significant impacts the project will have on NPS property, visitor use, access, and experience, impacts to additional Section 4(f) resources and that the disruption during construction will last between four and five years. The Department remains concerned with significant impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DPRT during this long-term planning process to continue to mitigate and minimize these impacts.

If you have any questions or concerns regarding these comments, please contact Tammy Stidham, Deputy Associate Area Director - Lands and Planning at 1100 Ohio Drive SW, Washington DC, 20242. Ms. Stidham can be reached by phone at (202) 619-7474 or email Tammy_Stidham@nps.gov.

The Department appreciates the opportunity to provide these comments.

Sincerely,

Lindy Nelson

Regional Environmental Officer

cc: Tammy Stidham, NPS

Farmer, Lee

From: Susan Stafford - LongBridgeProject.com <susan.stafford@faa.gov>

Sent: Monday, October 28, 2019 8:13 AM

To: info@longbridgeproject.com

Subject: [External] Long Bridge DEIS

Name: Susan Stafford

Email: susan.stafford@faa.gov

Subject: Long Bridge DEIS

Message: Thank you for the opportunity to review and comment on the Long Bridge DEIS. The FAA has no comments other than to reiterate, as acknowledged in the DEIS, that Form 7460-1 Notice of Proposed Construction or Alteration must be filed with the FAA as required by Title 14 of the Code of Federal Regulations (14 CFR Part 77.9). This requirement is based on the project's proximity and unknown height of project elements, including construction equipment, to Ronald Reagan Washington National Airport (DCA). Notice should be filed using the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) web portal at

 $\label{local_norm} $$ $$ https://nam04.safelinks.protection.outlook.com/?url=www.oeaaa.faa.gov&data=02%7C01%7Clfarmer%40vhb.com%7Clafdd07e194e45d0276308d75ba0244c%7C365c5e99f68f4beb89d9abecb41b1a1b%7C0%7C1%7C637078615696164395&sdata=tQ9a0V0nYZ%2FrDf130Ce1FLCaJFvV06R8UaspL%2BV82OI%3D&reserved=0.$

Sent from the contact form at longbridgeproject.com

IN REPLY REFER TO: NCPC FILE No. 7819

October 24, 2019

Ms. Anna Chamberlin, AICP 55 M Street SE, Suite 400 Washington, DC, 20003-3515

Re: Long Bridge Project – Draft Environmental Impact Statement Comments

Dear Ms. Chamberlin:

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) through our Cooperating Agency role in the Long Bridge project. We offer the following guidance to assist the Federal Railroad Administration (FRA) and District Department of Transportation (DDOT) in developing a final EIS that would enable NCPC review of all potential project-related land transfers and federal property improvements. Our Commission will rely on the EIS and Record of Decision (ROD) to satisfy its compliance requirements under the National Environmental Policy Act.

Future Property Transfers

The DEIS references NCPC's review authority over potential federal land transfers, with several locations described in the Environmental Consequences Report (Appendix D3), Scoping Report (A1), and Property and Land Use (12) chapter. The final EIS should provide more detail pertaining to transfer area size, location, impervious area change, tree removal, visual impact, and proposed mitigation. Additionally, the Record of Decision should contain a separate land transfer section to help facilitate NCPC review.

Memorials and Museums Master Plan (2M Plan) – Prime Candidate Site # 13

The DEIS concludes that a nearby potential East Potomac Park memorial site (#13), identified by the NCPC Memorials and Museums Master Plan (2M Plan), is "not incompatible" with the preferred alternative. Both action alternatives would construct new tracks along the northside (opposite side from Site # 13) of the existing railway alignment. DDOT should ensure that the site's functionality as a future commemorative use is preserved once potential railway improvements are complete.

Ms. Anna Chamberlin, AICP Page Two

New Pedestrian/Bicycle Bridge Connection

NCPC supports a new pedestrian/bicycle bridge across the Potomac River as important 4(f) mitigation for potential Long Bridge project improvements. The DEIS describes the benefit of such a crossing as improving connectivity between Long Bridge Park, George Washington Memorial Parkway, Mount

Vernon Trail, and East Potomac Park. Pedestrians and bicyclists would be able to cross the Potomac River without the inconvenience and discomfort of traveling alongside motorized traffic as under current conditions. Though the new bridge is not funded at this time, NCPC supports bridge funding in conjunction with future Long Bridge-related improvements, with future design to be development in coordination with NPS, Arlington County, and other important stakeholders.

Project Setting

As noted in the DEIS, Long Bridge is in a visible area, spanning between George Washington Memorial Parkway and East Potomac Park, near the Jefferson Memorial, within several significant/gateway view-sheds. NCPC seeks to preserve the sensitive nature of the study area setting as articulated through Commission policies from the Urban Design Element and its accompanying Technical Addendum. We encourage DDOT and other study stakeholders to identify appropriate project mitigation including screening/softening vegetation and exploring multiple steel bridge girder and pier façade treatments as the study process continues. In particular, selecting natural paint tones and/or stone façade materials may harmonize the existing and/or new bridge spans with the surrounding natural landscape and complement existing or adjacent bridge structures. The final EIS and ROD should include specific mitigation proposals such as these.

National Park Service Property Impacts

NCPC encourages continued coordination between DDOT and the National Park Service (NPS) to effectively mitigate anticipated visitor use, access, experience, and Section 4(f) resource impacts to NPS property. We note that all potential affected federal property is under NPS jurisdiction. Project mitigation should be commensurate with the amount of property needed temporarily for construction and permanently over the long-term, and the expected removal of trees.

Ms. Anna Chamberlin, AICP Page Three

We appreciate the opportunity to provide comments and we look forward to our continued involvement in the NEPA process. If you have any questions regarding our comments, please contact Michael Weil at 202.482.7253 or michael.weil@ncpc.gov.

Sincerely,

Diane Sullivan 10/24/19

Diane Sullivan, Director Urban Design and Plan Review Division

cc: Anna Chamberlain, DDOT Frederick Lindstrom, US Commission of Fine Arts Peter May, National Park Service

Andrew Lewis, District of Columbia State Historic Preservation Office



UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE GREATER ATLANTIC REGIONAL FISHERIES OFFICE 55 Great Republic Drive Gloucester, MA 01930-2276

OCT 2 1 2019

Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE, Suite 400 Washington, DC 20003-3515

Re: Long Bridge Project Draft Environmental Impact Statement (DEIS)

Dear Ms. Chamberlin:

Thank you for providing us with your Draft Environmental Impact Statement (DEIS) on September 5, 2019, prepared by the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT), and for your early coordination with the Cooperating and Participating agencies on the Long Bridge Project. The Proposed Action consists of potential improvements to Long Bridge and related railroad infrastructure between RO Interlocking in Arlington, Virginia, and L'Enfant (LE) Interlocking near 10th Street SW in the District (the Project Area).

Action Alternative A (the Preferred Alternative) would construct a new two-track railroad bridge over the Potomac River and the George Washington Memorial Parkway (GWMP) between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking through LE Interlocking. This alternative would retain the existing Long Bridge over the Potomac River as well as the railroad bridge over the GWMP. Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge and would replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges.

FRA and DDOT identified an independent bike-pedestrian crossing as proposed Section 4(f) mitigation. This crossing would be on an independent bridge between the new railroad bridge and the Metrorail bridge. It would begin in Long Bridge Park; cross over the GWMP, Mount Vernon Trail (MVT), Potomac River, and Ohio Drive SW; and end in the NPS Parking Lot C in East Potomac Park. Ramps would connect the crossing with a path just north of the new Long Bridge Park Aquatic Center, the MVT, and East Potomac Park.

Constructing structures over the Potomac River and Washington Channel would require barges to store and assemble materials, to deliver labor and equipment, and to support various construction activities. Crews would place barges at each pier for construction purposes as well as downstream for staging. The construction of temporary finger piers on each shore would allow crews to receive materials and equipment from the barges. Crews would erect superstructures over water with cranes on barges. Construction of the piers and some abutments would require watertight enclosures, which would involve excavating the river bottom.



For the assessment of impacts to submerged aquatic vegetation (SAV) in the Potomac River, the EIS considers a distance approximately 2,000 feet upstream and downstream of the Project footprint to address the potential for scour and deposition to SAV beds. Available data (2013-2017) obtained from the Virginia Institute of Marine Science (VIMS) show that SAV beds are present in Roaches Run within the southern portion of the SAV Local Study Area and along the north shoreline of the Potomac River immediately upstream from Long Bridge. Both alternatives would have the same impacts on SAV:

- The new upstream bridge would result in one pier encroaching into a SAV bed found along the northern shore of the Potomac River, resulting in the loss of 1,750 square feet associated with the 70-foot by 25-foot cofferdam construction of the pier structure.
- Shading caused by the new deck may have permanent impacts to 1,900 square feet of SAV.
- Scour and deposition from installing the crossing piers may result in impacts to downstream SAV beds in the Potomac River.
- The temporary barge pier located along the northern shoreline of the Potomac River just upstream from Long Bridge for approximately five years during construction would result in the loss of approximately 7,851 square feet of SAV.

Construction of the new upstream bridge includes the installation of 22 piers in the Potomac River and replacing one pier in the Washington Channel/Tidal Impoundment with a larger pier, totaling 7,392 square feet (0.2 acre) and 1,115 square feet (<0.1 acre) of disturbed benthic habitat, respectively. Temporary finger piers and a spud barge would be necessary for construction. The construction of each pier would involve installation of sheet piles to create enclosed cofferdams that would be dewatered. Temporary habitat loss from construction of the new upstream bridge would total 31,358 square feet (approximately 0.7 acres) in the Potomac River and 1,635 square feet (<0.1 acre) in 514 the Washington Channel/Tidal Impoundment. Alternative B would result in additional impacts from demolishing the existing bridge and construction of the new bridge.

Proposed minimization and mitigation:

- Erosion control and stormwater management measures would be used during construction to reduce disturbance to wetland vegetation and SAV from erosive forces, such as stormwater runoff.
- Silt curtains would be used to contain suspended sediments and minimize impacts to SAV.
- The construction contractor would be advised of SAV locations and required to avoid boat traffic within shallow water areas where SAV could be damaged by boat motor propellers.
- New piers would be lined up with existing piers to minimize potential impacts to SAV by
 decreasing the number and footprint of new piers within areas that SAV could occupy in
 the future. Eliminating the downstream bridge alignments from consideration prevented
 encroaching on Roaches Run. Additional coordination at RO Interlocking resulted in the
 elimination of a culvert extension into Roaches Run and avoided additional impacts to
 SAV.

- Work would be conducted behind dewatered cofferdams.
- If an impact hammer is used to install piles, noise attenuating methods would be used to reduce noise levels to below injury or behavioral modification thresholds for fish.
- Time of year restrictions would be required for in-stream construction to avoid impacting migratory fish species.

Anadromous fish

The proposed project is located above the estuarine mixing zone in tidal fresh water and is not designated as essential fish habitat (EFH) for federally managed species. However, as you describe in your EIS, anadromous species have been documented as spawning near and/or migrating through the study area, including: blueback herring (*Alosa aestivalis*), hickory shad (*Alosa mediocris*), alewife (*Alosa pseudoharengus*), American shad (*Alosa sapidissima*), and striped bass (*Morone saxatilis*). We generally recommend that in-water construction activities that could impact the migration or spawning of these species be avoided from February 15 through June 15. We recognize that multiple, overlapping time of year restrictions make construction timelines difficult, and we will be happy to work with you and the permitting agencies to develop a timeline of what activities would be restricted at what times of year to assist in planning purposes.

Submerged Aquatic Vegetation (SAV)

SAV and their associated epiphytes are highly productive, produce a structural matrix on which many other species depend, improve water quality and stabilize sediments. Seagrasses are among the most productive ecosystems in the world and perform a number of irreplaceable ecological functions which range from chemical cycling and physical modification of the water column and sediments to providing food and shelter for commercial, recreational, as well as economically important organisms.

The U.S. Environmental Protection Agency has designated SAV as a special aquatic site under Section 404(b)(1) of the federal Clean Water Act, due to its important role in the marine ecosystem for nesting, spawning, nursery cover, and forage areas for fish and wildlife, and SAV is a priority habitat for NOAA.

You state in the EIS that SAV impacted by the temporary construction pier would likely return after removal of the pier. Given that the construction pier would be in place for more than five years, it is possible that SAV would not rebound post-removal. As a result, these impacts should be considered permanent and you should provide compensatory mitigation to offset the loss. Because of the ecological value of SAV, we recommend that if impacts cannot be avoided that in-kind mitigation be undertaken unless it can be demonstrated that the planting of SAV is not practicable. We typically recommend an in-kind compensation ratio for SAV impacts of 3:1.

Recommendations

Compensatory mitigation should be provided for the loss of open water habitat resulting from installation of permanent bridge piers and for the temporary and permanent losses of SAV.

Because there is successful SAV in the area now, and you will not be changing the depth or sediment type in the project area, we recommend that after removing the construction pier you:

- (1) allow the sediment to settle;
- (2) re-plant the area for the following growing season to restore existing conditions;
- (3) mitigate for the temporal loss of SAV habitat by planting additional SAV at a 3:1 ratio, preferably in locations where SAV has been successful in the past but has disappeared or has minimal density; and
- (4) monitor the entire project site for five years to determine if there are additional SAV losses resulting from the proposed project that require mitigation and to determine the success of re-planting. If SAV growth has not been documented by year three, a second round of planting may be necessary.

We appreciate the efforts you have made to avoid and minimize impacts early in the planning of your proposed project, and the efforts that you have made to coordinate with the regulatory and resource agencies. We look forward to continued coordination on this project as it moves forward. If you have questions or would like to discuss this further, please contact Kristy Beard at kristy.beard@noaa.gov

Sincerely,

Karen Greene

Mid-Atlantic Field Offices Supervisor

Karen M. Streeme

Habitat Conservation Division

Cc: Anderson (ACOE)
Hopper (NMFS PRD)



COUNCIL OF THE DISTRICT OF COLUMBIA 1350 PENNSYLVANIA AVENUE, N.W., SUITE 408 WASHINGTON, D.C. 20004

Elissa Silverman Office: (202) 724-7772
Councilmember, At-Large Fax: (202) 724-8087
Chair, Committee on Labor and Workforce Development esilverman@dccouncil.us

October 28, 2019

District Department of Transportation Anna Chamberlin, AICP 55 M Street S.E. Washington, D.C. 20003

Dear Ms. Chamberlin,

As a cyclist and frequent commuter to Arlington County, I write to express my strong support for the bike-pedestrian crossing mitigation measures for the Long Bridge Project. The impact of the Metropolitan Branch Trail in the District has been invaluable, and a bike-pedestrian crossing to connect the District of Columbia with the Commonwealth of Virginia would be an enormous advancement for residents in both jurisdictions.

Expanding our regional connectivity by supporting multimodal forms of transit is one of the best ways to increase access to parks and open spaces, improve personal mobility, support an active transportation network and improve public health. It also builds upon our jurisdictions' shared commitments to transportation equity and environmental protection.

I hope the bike-pedestrian crossing will remain part of the Long Bridge Project and be completed contemporaneously. This is a once-in-a-generation opportunity to improve the connectivity between our jurisdictions, and I look forward to continuing to be a partner in advancing the District and Virginia's shared transportation goals as the project moves forward.

Sincerely,

Elissa Silverman

D.C. Councilmember, At-Large

TO: Anna Chamberlain, Long Bridge Project Manager

FROM: Tommy Wells, Director of the Department of Energy and Environment 🕏

DATE: October 28, 2019

SUBJECT: Department of Energy and Environment Comments on Long Bridge Project

The Department of Energy and Environment (DOEE) appreciates the opportunity to provide input on the Long Bridge Project, specifically the bike-pedestrian component of the project. DOEE is very supportive of the proposed bike-pedestrian crossing and strongly prefers that the crossing remain in the final project plan. The bike-pedestrian crossing would align with important goals and targets within the District of Columbia's sustainability plan known as Sustainable DC 2.0, as well as support the goals of the District's comprehensive energy plan/climate action plan, Clean Energy DC.

The proposed crossing would directly support several Sustainable DC transportation goals:

- Expand safe, connected infrastructure for pedestrians and cyclists (Transportation Goal 2),
- Enhance affordable, convenient transportation options to reduce dependency on single occupant vehicles (Transportation Goal 3), and
- Reduce greenhouse gas emissions and air pollution from the transportation sector (Transportation Goal 4).

The crossing would also directly support Transportation action 2.1: "Develop and maintain a safe and convenient citywide bicycle land and trail network," something which was broadly supported and emphasized during plan development. In addition to transportation, the bikepedestrian crossing would support Health Action 1.2: "Prioritize community-driven strategies to support physical activity in unexpected but everyday spaces." Encouraging commuting by foot or bicycle can help achieve that goal, as does increasing "transit walking," the steps taken to and from public transit. Research from the American Journal of Public Health (Freeland, 2013) and the International Journal Environmental Research and Public Health (Nissel et al, 2012), as well as numerous other studies, have shown that increasing access to frequent public transit can also increase physical activity through transit walking.

Finally, the crossing would support Clean Energy DC's call for cleaner transportation: "large reductions in GHG emissions from the transportation sector will be needed to meet the District's GHG reduction targets. This means changing the way District residents move around the city by increasing the use of public transit, biking, and walking." In fact, the Clean Energy DC Plan modeled a 9.6% GHG reduction by 2032 would come from shifting transportation mode share to walking, biking, and mass transit. This project would directly support that goal.

In summary, DOEE strongly supports the bike-pedestrian crossing component of the Long Bridge project and firmly believes the crossing would directly support several of the District's long-term sustainability and climate goals.

Long Bridge Project (Project)

Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Review Comments by DC Water

The purpose of the Project is to provide additional railroad capacity. The corridor spans between the RO interlocking in Arlington, VA and L'Enfant interlocking near 10th St SW in Washington, DC.

The Draft EIS includes three alternatives:

- 1. No Action Alternative
- 2. Action Alternative A: includes construction of a new two-track bridge over the GWMP and the Potomac River, two new two-track bridges over I-395, and a new four-track bridge over Ohio Drive SW, the Washington Channel and Maine Ave SW.
- 3. Action Alternative B: includes construction of two new two-track bridges over the GWMP (replace existing bridge), a new two-track bridge and replace existing Long Bridge with new two-track bridge over the Potomac River, two new two-track bridges over I-395, and a new four-track bridge over Ohio Drive SW, the Washington Channel and Maine Ave SW.

Potential impacts on DC Water's water infrastructure assuming Action Alternative A or B is implemented:

- 1. The Long Bridge Project team shall be aware of water mains along the corridor and within the footprint of the Project that will likely be affected by the construction of the Long Bridge. These include but are not limited to:
 - a. 12-inch water main along Maine Ave SW will potentially be affected as the Project intends to expand the current two-track bridge to a four-track bridge over Maine Ave SW.
 - b. Other 8-inch and 12-inch water mains that run parallel or perpendicular to the existing tracks along Maryland Ave SW these mains, either underground or hanging from existing bridges, will likely be affected by construction activities.
 - c. 20-inch water main along the 12th St Expy will likely be affected by construction activities.
- To avoid / minimize potential disruption of water service due to construction activities associated
 with the expansion of Long Bridge, DDOT and FRA shall engage DC Water in the review process of
 the design documents.
 - Water utilities along the Corridor may need to be relocated such that existing water utilities are not compromised and service to the customers is not disrupted. FRA and DDOT shall be responsible for the relocation, protection and water service continuity during the length of the Project. The Project team is responsible for obtaining the latest information on all DC Water' assets that may be affected by the Project. This assessment does not provide an analysis of the potential construction impacts to the water infrastructure as construction details for the Long Bridge have not been provided. In addition, this review does not evaluate the impact of increased water demands associated to the Long Bridge Project as the environmental impact assessment document does not provide information on water demand requirements.

Potential impacts on DC Water's existing and proposed sewer infrastructure assuming Action Alternative A or B is implemented:

1. DC Water currently operates and maintains critical sewer infrastructure in the Long Bridge Project area, particularly the Potomac Force Mains. These parallel 6-foot and 8-foot diameter pipelines, constructed in the 1960s, serve a large number of customers in the western portion of the District

of Columbia, as well as suburban customers in Montgomery County, Maryland, and Fairfax and Loudoun Counties, Virginia. The pipelines run roughly parallel along the western shoreline of East and West Potomac Park. The Project team is responsible for ensuring sufficient pre-construction evaluation and protection during construction to ensure the Project does not damage these critical pipelines.

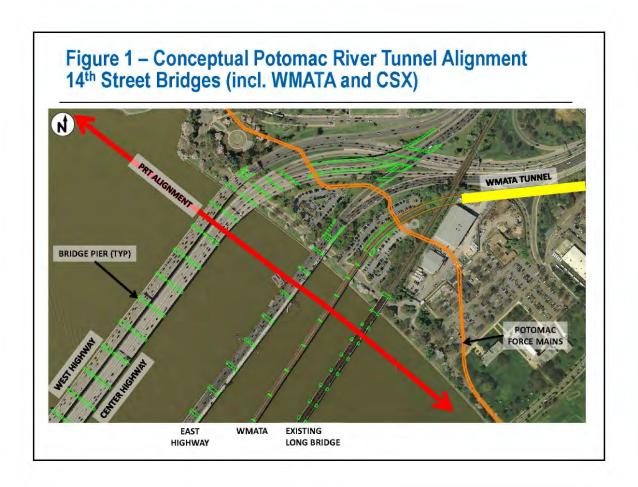
- 2. Other existing sewer infrastructure is also present throughout the Corridor. FRA and DDOT shall be responsible for the relocation and/or protection of sewer infrastructure during the Project. The Project team is responsible for obtaining the latest information on all DC Water assets that may be affected by the Project. This assessment does not provide an analysis of the potential construction impacts to the sewer infrastructure as construction details for the Long Bridge have not been provided.
- 3. DC Water is in the process of implementing its Combined Sewer System Long Term Control Plan (LTCP), also known as the DC Clean Rivers Project. The purpose of this project is to control combined sewer overflows (CSOs) into the District's waterways, which occur when the existing combined sewer system's capacity is exceeded during storm events. The project is required by the 2005 Federal Consent Decree entered into by DC Water, the District of Columbia, the U.S. Department of Justice, and the U.S. Environmental Protection Agency, as modified in January 2016. The Potomac River Tunnel (PRT) Project, currently in the planning phase, is the portion of the DC Clean Rivers Project which will provide control for CSOs along the Potomac River. The PRT will consist of a storage/conveyance tunnel and supporting infrastructure, including diversion facilities connecting to existing sewers, drop shafts, overflow structures, and ventilation control facilities. DC Water, in conjunction with the National Park Service, has completed an Environmental Assessment for the PRT project.

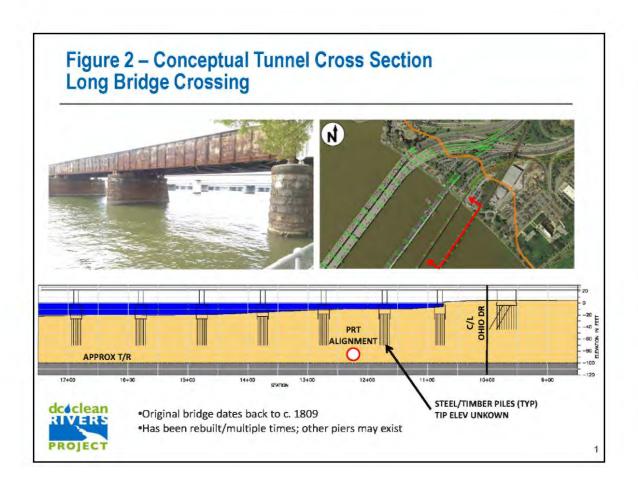
The PRT will convey flows captured from the Potomac River CSOs via gravity to the existing Blue Plains Tunnel and Blue Plains Advanced Wastewater Treatment Plant, generally via an alignment parallel to the eastern shoreline of the Potomac River. In the vicinity of the 14th Street Bridges (including the Long Bridge), the PRT must avoid the deep foundations of each of the five existing bridges. Based on review of record drawings provided by each of the bridge owners, Figure 1 shows the current planned alignment of the PRT as it passes through the Corridor. Figure 2 shows a cross section showing of the planned PRT alignment relative to the existing Long Bridge deep foundations based on drawings provided by CSX in April 2015. The Long Bridge Project EIS and subsequent design should consider how any proposed foundations will be coordinated with the PRT alignment, potentially including providing piers and piles aligned with those beneath the existing bridges upstream. This includes the bike-pedestrian crossing. The proposed Long Bridge Project and bike-pedestrian crossing alternatives presented in the EIS warrant close and early technical coordination with DC Water to determine any possible impacts as both projects continue into design.

General comments for the Long Bridge project assuming Action Alternative A or B is implemented:

- 1. In addition to the relocation and/or protection of DC Water assets, this project needs to ensure DC Water has full access to the DC Water assets during and after construction.
- 2. The proposed Long Bridge Project and bike-pedestrian crossing alternatives presented in the EIS warrant close and early technical coordination with DC Water as the project continues into design to determine any possible impacts to DC Water assets.

3. Please provide the project schedule for better coordination with DC Water's future CIP projects in the project area.







October 4, 2019

Chairman

Hon, Matthew F. Letourneau

Vice Chairman Hon. Katie Cristal

Secretary/Treasurer Hon. Sharon Bulova

City of Alexandria
Hon. Canek Aguirre

Hon. Elizabeth B. Bennett-Parker

Arlington County Hon. Katie Cristal Hon. Christian Dorsey Hon. Libby Garvey

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Hon. Sharon Bulova
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Hon. Jeffrey C. McKay

City of Fairfax Hon. David Meyer

City of Falls Church Hon. David F. Snyder

Loudoun County Han, Matthew F. Letourneau Han, Ron A, Meyer

Commonwealth of Virginia Hon, Paul C. Smedberg

Virginia General Assembly

Senate

Sen. Richard H. Black Sen. Adam Ebbin

House of Delegates
Del. David LaRock
Hon. James M. LeMunyon
Mr. M. David Skiles
Mr. Raul "Danny" Vargas

Executive Director
Katherine A. Mattice

Ms. Anna Chamberlin Long Bridge Project 55 M Street SE, Suite 400 Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear Ms. Chamberlin:

On behalf of the Northern Transportation Commission (NVTC), I am writing to endorse the Long Bridge Draft Environmental Impact Statement (DEIS) identification of **Action Alternative A** as the preferred alternative. NVTC is the regional transit Commission for Northern Virginia and the co-owner of the Virginia Railway Express (VRE) commuter rail.

On September 5, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, Action Alternative A, will fulfill the purpose and need of the Long Bridge project to expand capacity of rail services and the regional transportation network while minimizing costs, construction time and impacts to surrounding area.

Construction of a new, two-track bridge would also align with station and rail infrastructure improvements by the Commonwealth of Virginia and VRE to enhance rail system capacity at L'Enfant Plaza, Crystal City and along the I-9S corridor designed to expand the number of commuter and intercity trains by 2040. Furthermore, the parallel bridge configuration proposed under Action Alternative A would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the mobility of Northern Virginia and the region.

NVTC strongly supports the Long Bridge Project to expand commuter rail service, to improve intercity connections throughout the Commonwealth to Northern Virginia, to enhance economic connectivity of the region as well as to provide a vital multimodal link across the Potomac River. This project is consistent with VRE's System Plan and with the Commission's strategic goals to increase the capacity of our regional transit network.

Page 2 NVTC Comments on Long Bridge DEIS

We appreciate the opportunity to provide comment on the draft environmental impact statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Best regards,

Matthew F. Letourneau

Matthe Letowner

Chairman



October 3, 2019

Ms. Anna Chamberlin Long Bridge Project 55 M Street SE, Suite 400 Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear Ms. Chamberlin:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I am writing to you to support the Long Bridge Draft Environmental Impact Statement (DEIS) identification of **Action Alternative A** as the preferred alternative. PRTC is a regional transit Commission comprised of the Counties of Prince William, Stafford, Spotsylvania, and the Cities of Fredericksburg, Manassas, and Manassas Park and the co-owner of the Virginia Railway Express (VRE) commuter rail.

On September S, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, Action Alternative A, will fulfill the purpose and need of the Long Bridge project to expand capacity of rail services and the regional transportation network while minimizing costs, construction time and impacts to the surrounding area.

Construction of a new, two-track bridge would also align with station and rail infrastructure improvements by the Commonwealth of Virginia and VRE to enhance rail system capacity at L'Enfant Plaza, Crystal City and along the I-9S corridor designed to expand the number of commuter and intercity trains by 2040. Furthermore, the parallel bridge configuration proposed under Action Alternative A would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the mobility of Northern Virginia and the region.

PRTC strongly supports the Long Bridge Project to expand commuter rail service, to improve intercity connections throughout the Commonwealth to Northern Virginia, to enhance economic connectivity of the region as well as to provide a vital multimodal link across the Potomac River. This project is consistent with VRE's System Plan and with the Commission's strategic goals to increase the capacity of our regional transit network.

We appreciate the opportunity to provide comment on the draft environmental impact statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Best regards,

Tack//(Cenclerson)

Ruth Anderson

Chair

October 28, 2019

Via ELECTRONIC MAIL

Ms. Anna Chamberlin, AICP, Manager, Project Review
District Department of Transportation, Planning and Sustainability Division
55 M Street SE, Suite 400
Washington, DC 20003
anna.chamberlin@dc.gov

Re: Long Bridge Project Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement

Dear Ms. Chamberlin:

I am writing on behalf of the Virginia Railway Express (VRE), a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.

VRE's continues to advocate for improved railroad capacity enhancements at Long Bridge As the largest current and prospective railroad user of Long Bridge, we support the Preferred Alternative, Action Alternative A, a new two-track bridge upstream of the existing bridge while retaining the existing bridge. We also support the proposed Section 4(f) mitigation, including the potential construction of a new, bike-pedestrian shared use path beginning at Long Bridge Park in Virginia, bridging over the George Washington Memorial Parkway and the Potomac River to East Potomac Park, and connecting to Ohio Drive SW in the District. The construction of a separate bridge structure for this proposed connection mitigates the safety and security concerns previously noted by VRE regarding the need to maintain separation between trains and people to reduce the threat of damage or injuries.

Thank you for the opportunity to comment on this important transportation infrastructure project. VRE looks forward to continuing to collaborate with all our partners and stakeholders as the Long Bridge Project is implemented.

Sincerely,

Rich Dalton

Deputy CEO and Chief Operating Officer

Virginia Railway Express

cc: Mike McLaughlin, DRPT Oscar Gonzalez, VRE David Valenstein, FRA October 25, 2019

Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE, Suite 400 Washington, DC 20003



RE: Long Bridge Project Draft Environmental Impact Statement

Dear Ms. Chamberlin,

The Washington Metropolitan Area Transit Authority (WMATA) appreciates the opportunity to comment on the Draft Environmental Impact Statement for the Long Bridge Project.

About WMATA

The Metro system operated by WMATA provides safe, clean and reliable transit service to five million people across the National Capital Region, covering 1,500 square miles of Maryland, Virginia and the District of Columbia. WMATA operates the third largest heavy rail transit (subway) service, the sixth largest bus network and the fifth largest paratransit service in the United States:

- Metrorail operates more than 1,100 heavy rail cars over 118 miles of track serving six train lines and 91 accessible rail stations;
- Metrobus operates more than 1,600 buses, which are all accessible to people with disabilities, serving more than 10,600 bus stops, and;
- MetroAccess provides around 2.4 million annual door-to-door paratransit trips for customers with disabilities who are unable to use Metrorail, Metrobus and local bus services for some or all of their trips.

Comments

WMATA appreciated the opportunity to meet with project staff earlier in the project. We encourage the District Department of Transportation and the Federal Railroad Administration to select the alternative that is least disruptive to our operations, as discussed during the meeting and below.

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW Washington, DC 20001 202/962-1234

wmata.com

Construction activities over, under, or adjacent to the WMATA right-of-way, including the Yellow Line portal located on the east side of the Potomac River, must be coordinated with our Office of Real Estate and Parking and with our Office of Joint Development and Adjacent Construction. Ms. Anabela Talaia of the Office of Real Estate and Parking can be reached at (202) 962-1588 or by email at atalaia@wmata.com.

Projects adjacent to WMATA rights-of-way must conform to the Adjacent Construction Project Manual, which can be found at https://www.wmata.com/business/adjacent-construction/index.cfm#main-content. Mr. Ben Li leads our Adjacent Construction Program and can be reached at (202) 618-1016 or by email at JDAC@wmata.com.

Thank you for providing us with the opportunity to comment. If you need any additional clarification, please contact me at jashe@wmata.com or 202-962-1745.

Sincerely,

James A. Ashe Senior Program Manager



OFFICE OF THE CITY MANAGER 301 King St., Suite 3500 Alexandria, VA 22314

MARK B. JINKS City Manager 703.746.4300 Fax: 703.838.6343

October 28, 2019

Ms. Anna Chamberlin Long Bridge Project 55 M Street, SE, Suite 400 Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear. Ms. Chamberlin:

On behalf of the Alexandria City Council, I am writing to convey the City of Alexandria's endorsement of the Long Bridge Draft Environmental Impact Statement (EIS) identification of Action Alternative A as the preferred alternative. The City of Alexandria is a participating jurisdiction given its proximity to the bridge and the benefits it could realize from the project.

On September 5, 2019, the District of Columbia Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, Action Alternative A, will fulfill the purpose and need of the project to expand rail capacity and the regional transportation network while minimizing costs, construction time and impacts to the surrounding area.

Construction of a new, two-track bridge would align with station and rail infrastructure improvements planned by the Commonwealth of Virginia and VRE to expand the number of commuter and intercity trains. Furthermore, the parallel bridge configuration proposed under Action Alternative A would reduce disruption during construction, which are essential to the mobility of Northern Virginia and the region.

The City of Alexandria strongly supports this project to expand mobility and reduce single occupancy vehicle traffic in the region and through Alexandria. VRE has demonstrated that its service takes a considerable number of cars off the road and will only have a greater impact with more frequent and reliable service made possible by the Long Bridge project. In addition to enabling improved commuter rail service, this project is essential for the increased rail service and improved connectivity between the Washington D.C. region and Richmond that is being advanced as part of the DC2RVA project.

Ms. Anna Chamberlin October 28, 2019 Page 2

We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Sincerely,

Muy 1-

Mark B. Jinks City Manager

cc: Yon Lambert, Director, Department of Transportation & Environmental Services

ARLINGTON COUNTY, VIRGINIA





KENDRA JACOBS CLERK TO THE COUNTY BOARD 2100 CLARENDON BOULEVARD, SUITE 300 ARLINGTON, VIRGINIA 22201-5406 (703) 228-3130 • FAX (703) 228-7430 E-MAIL: countyboard@arlingtonva.us



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October 23, 2019

Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE Suite 400 Washington, DC 20003-3515

Re: Long Bridge Project

Dear Ms. Chamberlin,

I am writing to provide comments on behalf of the Arlington County Board regarding the Long Bridge Project Draft Environmental Impact Statement (DEIS).

As the continuation of Amtrak's Northeast Corridor southward from the District of Columbia (DC), and as the only intercity rail connection between DC and Virginia, Long Bridge is of regional and national significance. We thank you for your years of diligent work on behalf of this project, and we enthusiastically support the preferred alternative in the DEIS, Action Alternative A, including the proposed bicycle/pedestrian crossing as a Section 4(f) Mitigation.

Because the expansion of this crucial bridge is a once-per-century opportunity to improve cross-Potomac multimodal transportation, Arlington is vitally interested in planning and constructing the best possible project. Expanding cross-Potomac freight, intercity, and commuter rail capacity will benefit the entire eastern United States, including states well outside the study area, whose ability to expand Amtrak service connecting through Virginia to DC and New York is currently severely constrained.

Additionally, Arlington strongly supports including the parallel bicycle/pedestrian bridge as a required mitigating feature of the full project. Bicycle/pedestrian trips are growing in importance as part of our region's transportation network, and this connection will provide a critical link. We are pleased to see it included and expect it to be constructed as an integral component of the larger project—funded simultaneously and not as a separate project. Given the inherent challenges of implementing Potomac crossings, we would have significant concerns with any potential future proposal to separate the bicycle/pedestrian component as an independent project.

We are also pleased to see the bicycle/pedestrian bridge continue across the George Washington Memorial Parkway, to connect directly with the transportation network at Arlington's Long Bridge Park. As with all transportation modes, the network effect is vitally important to

bicycle/pedestrian travel. Connecting to the street/bike network at Long Bridge Park ensures that bridge users can continue on to sidewalks and bike lanes in Crystal City and throughout Arlington, thus providing the maximum travel benefit to Northern Virginia and throughout the region as part of the National Capital Trail Network.

We appreciate the District Department of Transportation's ongoing commitment to sustainable multimodal transportation. We thank you and your team for your excellent work on this project over many years, and greatly value the opportunity to participate in this important process.

We look forward to working with you and other partners to further refine and advance this crucial project. Please do not hesitate to let me know how Arlington can be most helpful going forward. If you have questions or need to coordinate this issue, please also feel free to contact Arlington Regional Transportation Planner Dan Malouff (703-228-7989 and dmalouff@arlingtonva.us), and/or Arlington Bicycle and Pedestrian Planner David Patton (703-228-3633 and dpatton@arlingtonva.us).

Sincerely yours,

Christian Dorsey, Chair Arlington County Board

cc

Members, Arlington County Board Dennis Leach, Arlington Director of Transportation



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR JAMES H. TROGDON, III SECRETARY

October 24, 2019

Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE Suite 400 Washington, DC 20003-3515

Dear Ms. Chamberlain:

The North Carolina Department of Transportation (NCDOT) Rail Division appreciates the opportunity to review and provide comments on the Long Bridge Draft Environmental Statement (DEIS). The NCDOT Rail Division acknowledges that Long Bridge Corridor serves as a critical link in the national and regional railroad network. The Rail Division is in support of the timely completion of this project as it is critical to progressing the Southeast Rail Corridor Program in North Carolina. We look forward to continued stakeholder involvement as the project progresses.

We have reviewed the DEIS, and offer the following comments:

- 1. We recommend the FEIS/ROD clearly state whether the proposed improvements will accommodate the future Southeast Corridor trains coming from North Carolina that were contemplated in NCDOT's Raleigh to Richmond High Speed Rail Corridor EIS. The Long Bridge DEIS mentions the Tier I EIS for the Southeast High-Speed Railroad Corridor from Washington D.C. to Charlotte, and it refers to the DC2RVA Tier II EIS, but it does not refer to the Raleigh to Richmond Tier II EIS. The Tier II FEIS for the Raleigh to Richmond corridor was approved in August 2015, and the ROD was issued in March 2017.
- 2. The Raleigh to Richmond Tier II EIS looked at developing high performance rail service from Charlotte-Raleigh to Richmond with continuing service to Washington, DC and the Northeast Corridor. Does the new bridge accommodate the existing Carolinian, existing long-distance trains (Palmetto, Silver Star, Silver Meteor, Crescent, Auto Train), and the four new Southeast Corridor trains in NC in addition to the Virginia trains?

- 3. The consequences of the no action alternative and the action alternative for the Virginia Railway Express (VRE) is well-documented as the VRE System Plan 2040 is referenced as a basis for 2040 VRE train volumes (Section 9.4.2.1). We recommend having a similar discussion in the FEIS/ROD for the benefits of the action alternative separately for CSXT, Amtrak and NS in section 9.4.1.1, where master plans, planning documents, etc. are cited, if applicable. We recommend referencing any documents in this section that can be cited as a basis for 2040 volumes. Currently table 9-4 says the action alternative 2040 volumes for Amtrak, CSXT, and NS are simply based on stakeholder input.
- 4. We recommend the FEIS/ROD include a broad, albeit brief, discussion regarding indirect impacts to the Southeast Corridor. In addition to this project increasing the train traffic capacity in the corridor, the implementation of this project is also anticipated to improve travel-time reliability for trains that utilize this corridor. These improvements may have the potential to have general indirect effects to the rail network south of the project area.

Thank you again for this opportunity to provide input. We look forward to providing any assistance in the future to help advance the implementation of this project.

Sincerely,

James F. Bridges, Jr, P.E.

Planning and Development Branch Manager

James F. Briles

NCDOT Rail Division

<u>Amtrak Comments on Long Bridge Project Draft Environmental Impact Statement (DEIS)</u>

Amtrak appreciates the opportunity, as a consulted stakeholder, to comment on the Draft Environmental Impact Statement (DEIS) for the District DOT-sponsored project commonly known as the "Long Bridge Project," which proposes to provide infrastructure for expanded rail capacity across the Potomac River at Washington, DC. Amtrak strongly supports this goal and appreciates the results of this effort to date. The project design team has adeptly engaged the stakeholders to create an optimal alignment through the very physically-constrained corridor between L'Enfant Plaza and the south side of the Potomac River. This DEIS, in concert with and supportive of related rail capacity enhancement initiatives sponsored by other stakeholder entities, is advancing planning for significant intercity and commuter passenger and freight rail capacity improvements between Washington, DC, Northern Virginia and Richmond.

These initiatives collectively address infrastructure requirements necessary to accommodate projected demand for increased rail passenger traffic in this corridor including significant commuter rail service increases by Virginia Railway Express (VRE), potential service extension by Maryland Rail Commuter (MARC) into Northern Virginia, and Amtrak intercity service expansion to Richmond and other Virginia, North Carolina and Southeast US markets. This forecasted increased service demand is fueled by the region's demographic and economic growth and is in turn intensified by projected faster rail service run times, improved rail reliability, increased highway congestion, and societal desire for more mobility options. The recent decision by Amazon to locate a major east-coast operations center at Crystal City, VA, adjacent to the Long Bridge project area, is additive to this ambient demand. Freight rail traffic also shows potential for significant growth and thus rail corridor capacity improvements are needed to satisfactorily accommodate both passenger and freight rail requirements.

At this point in the Long Bridge Project EIS review process, several alternatives have been evaluated, with the resulting Preferred Alternative proposing the construction of a second two-track bridge parallel to and separated from to the existing CSX Railroad-owned (and capacity constrained) two-track bridge that currently hosts all rail operations. In the Long Bridge Project area, which extends from south of L'Enfant Plaza Station in the District to the Virginia side of the Potomac River (at RO Interlocking), the build plan for the Preferred Alternative consists of four tracks throughout, interoperable by passenger and freight trains. This four-track solution is consistent with Amtrak's preference for infrastructure and service plans providing adequate infrastructure that can reliably support each carrier's projected service growth. Amtrak foresees a high likelihood that all rail stakeholders can agree to a full-build scenario, supported by the Preferred Alternative, that separates passenger and freight operations with reciprocal detouring capabilities.

Incremental commuter rail expansions between Washington Union Station and Alexandria previously provided for a single-track side platform at both of the two in-fill stations, L'Enfant Plaza and Crystal City, on the same side of the current three-track corridor, minimizing commuter rail passenger and freight operational conflicts in that section. Advancing design projects to reconfigure and expand L'Enfant Plaza and Crystal City stations for island platforms serving two of the planned four tracks in this section will reinforce the rail operators' common goal of conflict minimization and further reinforce the logic of passenger and freight rail operations into two parallel, two-track passenger and freight separated operations.

The proposed new Long Bridge facility in the Preferred Alternative is located on the overall corridor's (western) passenger operations side; thus, the engineered design of the Preferred Alternative should support optimal passenger train operations, while allowing for passenger/freight interoperability. Amtrak has ongoing service studies throughout its system, including increasing service in this corridor to provide more train frequencies both north and south of the Washington metro area. Within the network service studies, Amtrak is analyzing track configuration and alignment between Washington Union Station and Alexandria to reduce travel time between stations and expedite passenger boarding/alighting. Amtrak's network studies also incorporate long-range service plans of the commuter agencies like VRE's projected frequency increase and MARC's Northern Virginia service extension plans.

Throughout the Washington Union Station to Alexandria corridor which includes Long Bridge, several projects are progressing independently which Amtrak believes include design assumptions that may inhibit or limit passenger train performance. In most cases, Amtrak believes that such deficiencies can be remedied in final design. Several of these performance-optimization concepts include minor alignment and interlocking reconfigurations. These improvements can fit within the existing project envelopes, and, thus, re-design modifications are plausible without delaying schedules through Environmental Impact modifications. As several of these projects progress to final engineering design, coordination of the projects may lead to track reconfigurations not contemplated as each project design has advanced independently. The isolated design process typically defaults to replicating the existing track configuration while accommodating new tracks.

In the December 2018 Long Bridge conceptual engineering draft design, which underlies the Environmental Impact Statement, the Preferred Alternative included constraining track profiles at each end of the bridge with speed-limited 40-mph reverse "S" curves. Amtrak has simulated high-performing train operations with these speed limitations to assess running time impacts of the 40-mph curves versus unconstrained approach and bridge crossing speeds, recognizing there are speed-limiting curves at relatively short distances from the bridge approaches. As a result of these simulations, it was determined that high-performance trains can lose up to one and half minutes because of the constrained S curve design, causing a 58% in increase in travel time between L'Enfant Plaza and Crystal City.

Amtrak commented on these speed limitations; the project design team considered these comments and made plan revisions to increase the speeds to 50-mph through the reverse curves for inclusion in the DEIS plans. Amtrak appreciates these changes, as they significantly improve running time performance over the original draft. However, Amtrak would like to work with its partners and the project team to seek further refinements and operational improvements in the Final Draft plan.

Amtrak believes these sub-optimal passenger train speed restrictions can be eliminated with minor environmental impact through additional adjustments to the conceptual design. Eliminating these remaining design-imposed speed restrictions (up to a 70 mph design speed goal) will shorten travel times for all passengers using the new bridge and enhance the values of rail passenger services otherwise facilitated by the project. Eliminating unnecessary speed restrictions also lowers the long-term risk of functional obsolescence risk as rail passenger transport technology emerges with higher-performing equipment, an objective that Amtrak is currently pursuing.

Speed optimizations will require minor modifications to structural designs developed during conceptual engineering. From the drawings reviewed, it appears the S curve can be eliminated entirely on the District side of the new bridge by extending the tangent alignment off the bridge to the I-395 undergrade bridge area, then designing a curve with a much higher radius (lower angle degree) to transition into the alignment along 14th Street SW. This would change the location and alignment of proposed bridges over WMATA and I-395, while containing the revised alignment, with only minor adjustment, within the existing conceptual engineering footprint. In addition, dependent on the engineering confirmation, part of the optimized alignment might shift closer to 14th Street SW, resulting in the need to shift the proposed retaining wall, but not to the point of encroaching into 14th Street SW.

The Northern Virginia approach is more challenged in effectuating an increased design speed commensurate with optimized passenger train operations as an S curve configuration will still be required to join the future bridge alignment to the existing railroad right-of-way. Reducing this curvature may entail modifications to the preliminary bridge design over the river and George Washington Memorial Parkway (GWMP) as well as potentially additional right-of-way width in the extreme corner of the Long Bridge Park, (where the preliminary design right-of-way already encroaches into the park). Specifically, refinement of design to reduce the curve sharpness might include a slight curve over the water on the new bridge's southern approach spans. As with the bridge modifications on the District side, the bridge over the GWMP would shift in location and angle, but the new design would substantially be in a similar location to that propose in the preliminary engineering design. In preliminary design, a constraint on the latitude of the S curve design was imposed to accommodate the existing RO Interlocking configuration; however, modification of the RO design and required functionality could be resolved in final design phases with plausible solutions beyond the bridge project's limits.

Another advantage of large radius (low degree) curves is that the optimal required superelevation for passenger train operation can be lower, and closer to low-speed freight train superelevation. One objective of the Long Bridge Project is interoperability of freight and passenger trains. Target speed for freight train operations in the design is 40 mph, but in reality, operations can be much slower due to nearby curves, signals, and turnouts. For freight, particularly in congested areas subject to stopping and starting such as Long Bridge, curve superelevation values are often kept at low to moderate levels to improve train handling. On the other hand, passenger trains that can be running at much higher speeds will require higher superelevation if the curves are relatively sharp (low radius/high degree) for optimum passenger comfort. Curves designed with as large a radius (low degree) as practical minimize these potential design conflicts.

Amtrak's request is that the EIS and subsequent Record of Decision (ROD) accommodates the abovementioned changes to the current conceptual engineering plans in the final design of the Preferred Alternative. This can permit a transitional refinement from preliminary to final design to thoroughly evaluate these modification suggestions without impacting project construction timeline by reopening the ROD and subject the project to additional delay. These proposed modifications can be accomplished independent of final decisions regarding facility ownership, development of detailed operating plans, and other stakeholder requirements. Amtrak has been a consistent and valuable stakeholder from the start of this project and continues to have a strong and long-term interest in this project. We would like to continue our involvement as an important stakeholder moving into final design and construction for this project.



October 28, 2019

Anna Chamberlin, AICP
Neighborhood Planning Manager, Planning &
Sustainability Division
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
Anna.chamberlin@dc.gov

Re: Long Bridge Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Dear Ms. Chamberlin,

Please find enclosed CSX Transportation's comments on the Long Bridge Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. We appreciate the opportunity to coordinate with you on this important project.

Sincerely,

RandwJ. Marcus

LONG BRIDGE PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(F) EVALUATION

COMMENTS OF CSX TRANSPORTATION, INC.

OCTOBER 28, 2019

INTRODUCTION

CSX Transportation, Inc. ("CSXT") is pleased to comment on the Long Bridge Project (the "Project") Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (the "DEIS") submitted by the United States Department of Transportation - Federal Railroad Administration ("FRA") and the District Department of Transportation ("DDOT").

CSXT, the owner of the existing Long Bridge corridor, is supportive of increasing passenger rail capacity across the Potomac River. Indeed, CSXT has long hosted passenger rail on the corridor and endorses the goal of DDOT, FRA, Amtrak, the Virginia Railway Express ("VRE"), and the Virginia Department of Rail and Public Transportation ("VDRPT") to provide additional capacity to accommodate anticipated increased passenger rail service demand in the Washington, D.C. area.

CSXT endorses FRA and DDOT's selection of Alternative A as the preferred alternative for this project and Option 2 for the possible Bike-Pedestrian Crossing. These options provide future operational flexibility, are protective of safety, and will limit many of the short-term Project impacts. Notwithstanding that CSXT agrees with the DEIS' ultimate selection of alternatives, there are several important comments it has with regard to the analysis.

First, the DEIS should further clarify its scope. Issuance of the DEIS is a major achievement in the Long Bridge Project. However, there are many additional hurdles before construction can begin. These include matters such as securing agreement regarding operation and maintenance of the new tracks, payment to impacted property owners, and other difficult tasks that could materially impact the Project. These requisite actions, and unknown potential costs, should be further acknowledged in the DEIS.

Second, the DEIS fails to appropriately acknowledge the extent of impacts to CSXT's property rights associated with the Project. Construction of the Project requires CSXT to commit a substantial portion of its existing corridor to passenger rail use. While portions of the corridor are not currently in use by CSXT's freight operations, others are and, moreover, the corridor incorporates valuable CSXT property rights and its commitment to the Project would represent the conveyance of a significant property interest. Mitigation of this impact to CSXT should be recognized in the analysis.

Third, the DEIS states that there will be certain short term outages on the entire corridor during Project construction. CSXT's position throughout the DEIS process has been, and continues to be, that two tracks must remain in operation throughout the entire construction of the Project. If FRA and DDOT persist in the view that short term outages are truly unavoidable, further discussions are necessary to determine how to mitigate the associated impacts to CSXT's freight rail operations. CSXT would be pleased to make engineering and operating resources available for purposes of those discussions.

Fourth, there are a number of issues that should be corrected with regard to the DEIS evaluation of noise impacts associated with the selected alternative.

Fifth, there is a discrepancy between the clearances proposed for the Maryland Avenue to L'Enfant interlocking in the body of the DEIS and the plans described in Appendix B5. Appendix B5 appears to be a prior version of the Report in which Option 2, the selected Option, includes 13-foot track centers with 8.5 foot lateral clearances. As described in Chapter 3 of the DEIS, "Amtrak, VRE, and DRPT have agreed to 14-foot track centers with 7.5 feet of minimum lateral clearance" in this area. DEIS at 3-28. Appendix B5 should be replaced with a version that reflects the current approach.

CSXT is hopeful that addressing these concerns will materially improve the impact analysis and result in a well-reasoned Final Environmental Impact Statement ("FEIS").

BACKGROUND

I. The Long Bridge is a Critical Component of CSXT's and the Nation's Freight Network

The Long Bridge is an essential part of CSXT's I-95 Corridor and National Gateway and is a "critical" part of the broader CSXT network, which encompasses 21,000 miles of track across 23 states and the District of Columbia. As the DEIS acknowledges, the Long Bridge is a "critical link in the national freight railroad network between the Northeast megaregion (which includes the District) and the Piedmont Atlantic megaregion to the south." DEIS at 2-6.

CSXT's I-95 Corridor linking New York and Jacksonville, Florida plays a vital role in moving freight along the Eastern Seaboard. To the south, the network serves local industry as well as major ports in, among other cities, Hampton Roads, Virginia; Wilmington, North Carolina; Charleston, South Carolina; Savannah, Georgia; Jacksonville, Florida; and Miami, Florida. To the north, the I-95 Corridor continues through Pennsylvania, New Jersey, New York and New England.

The north-south lines also feed the east-west routes of the National Gateway, which provides connection between the mid-Atlantic ports and Midwest consumption markets, serving customers throughout Ohio, Indiana, West Virginia, Kentucky and Tennessee. And with connections to other carriers in Chicago and other rail destinations, the network provides service to the west coast ports. The result is the primary intermodal train corridor for CSXT connecting mid-Atlantic ports to national markets.

II. CSXT's Network Drives Economic Activity and Provides Environmental Benefits in the Region

There are many benefits to a robust freight rail system, of which CSXT's network is a critical component. As described in the DEIS, "Demand for freight movement through and within the Long Bridge Corridor is growing as economic activity and population increase." DEIS at 2-4. For example, freight rail is a significant driver of economic growth in Virginia, particularly due to its integral role at the Port of Virginia.

The Port is ranked second on the east coast and fifth nationwide in infrastructure. *See* Robert McCabe, Port of Virginia Now Ranks Among Top 5 Biggest Ports in North America, *Virginian-Pilot* (Sept. 30, 2017), https://pilotonline.com/business/ports-rail/port-of-virginia-now-ranks-among-top-biggest-ports-in/article_03bcd78a-f714-5249-867d-4e5c226ba93d.html. According to the Virginia Rail Plan, the freight rail network has a unique role in supporting the Port of Virginia's target markets in the Midwest. *Virginia Statewide Rail Plan* 5-10 (2017). In fact, the "port has the strongest rail integration in North America," with 38% of its cargo handled by rail. CBRE, *2017 North America Seaports & Logistics Annual Report* 17 (Sept. 2017), http://bit.ly/2kOw9OL.

These Virginia statistics are reflective of the railroad industry's broader economic impact: Nationally, CSXT and the other Class I railroads support approximately 1.5 million jobs, \$273.6 billion in economic output, \$88.4 billion in wages, and \$32.8 billion in tax revenue annually. *See* Towson University, Regional Economic Studies Institute, *Economic and Fiscal Impact Analysis of Class I Railroads* 13 (2016).

A typical CSXT freight train is four times more fuel efficient than highway freight transportation and an intermodal train can carry an average cargo load of 280 trucks. Since 2013, CSXT has enabled the conversion of 198,000 loads equivalent to containerized freight from truck traffic to trains through its Highway to Rail (H2R) initiative, reducing greenhouse gas emissions for those shipments by 78%. CSX Corporate Social Responsibility Report (2016), available at https://www.csx.com/share/wwwcsx15/assets/File/About_Us/Responsibility/CSXCSR20 16.pdf. On average, the company can currently move a ton of freight 474 miles on a single gallon of fuel. *Id*.

In Virginia alone, freight rail annually carries over 800,000 carloads of coal, 534,000 carloads of mixed goods, 120,000 carloads of chemical products, 103,000 carloads of food products, and 85,000 carloads of pulp and paper products. *Virginia Statewide Rail Plan* 5-10 (2017). This keeps over 5.5 million trucks off the highways. *Id.* Savings to the State in pavement maintenance costs alone are over \$123 million (2016 dollars), almost 6% of the Virginia Department of Transportation's annual maintenance budget. *Id.*

In light of the many economic and environmental benefits of freight rail, it is important that the expansion of capacity in the Long Bridge corridor ensure that CSXT's current and future freight rail operations remain a focus, even in the face of increased demand for passenger rail access.

DISCUSSION

I. The DEIS Should Clarify its Scope

The DEIS accurately states, consistent with NEPA, that it "identifies the potential effects of the Long Bridge Project on the human and natural environment. The DEIS also identifies measures to avoid, minimize, or mitigate potential adverse impacts." DEIS at 1-1. While this scope is appropriate, CSXT believes the FEIS should identify aspects of

the Project that *are not resolved* by the analysis. The DEIS does not define or resolve any of the following, and should explicitly state that it is not to be interpreted as bearing on the resolution of any of the following:

- a) ownership, maintenance and governance of the newly constructed tracks;
- b) the amount of compensation owed to property owners whose rights will be impacted by the Project;
- c) permission to construct the Project, which must be granted by CSXT, the owner of the existing Long Bridge Corridor;
- d) other permits and permissions necessary to lawfully construct the Project; or
- e) operating rights of the various carriers to use the newly constructed tracks.

These factors, along with the remaining uncertainties inherent in an engineering Project of this scale, could materially increase the costs and impacts associated with the various alternatives discussed. For example, the entity that is selected to oversee and perform maintenance on the new tracks will incur significant costs associated with these tasks, which costs should be borne by the entities for which the increased capacity is intended to serve (*i.e.*, the passenger rail entities). The FEIS would ideally perform reasonable estimation of these costs and incorporate them into the analysis and, at a minimum, should identify them as significant and unresolved.

While there are many factors that will likely increase complexity of the Project beyond what is discussed in the DEIS, one of the most complex areas of the Project is the Maryland Ave to L'Enfant Interlocking area. DDOT and FRA's selected proposed track configuration in this area does not meet CSXT's company-wide safety-based clearance requirement that newly constructed track include 15 foot track spacing. DEIS at 3-28. CSXT proposed various changes to DDOT and FRA's original proposal for this area, aimed at maintaining safety and a reasonable allocation of risk. The CSXT proposal included, among other things, adjusted clearances and added safety features to help mitigate the risks associated with building this area of track with sub-optimal clearances. Many of these proposed features have been incorporated into DDOT and FRA's design. There are, however, several outstanding requirements CSXT set forth in its letter of September 18, 2018. Satisfaction of the remaining requested items is important to CSXT's ability to safely and cost-effectively operate in the as-proposed track configuration for this area.

CSXT understands that not all details of the Project legally need be, nor practically can be, resolved prior to the issuance of a FEIS. And, even in light of the uncertainties discussed in this section, CSXT believes DDOT and FRA have selected well from the action alternatives available. Therefore, CSXT proposes that the FEIS

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¹ Note, however, that Appendix B5 needs significant updating to reflect the elements and configuration CSXT proposed. This is further discussed in Section VIII below.

address these unknown factors by acknowledging that they have yet to be resolved and further discuss the potential uncertainty they create.

II. The DEIS Fails to Appropriately Acknowledge Impacts to CSXT's Property Rights

The DEIS acknowledges that CSXT owns the current Long Bridge. It should further acknowledge that CSXT is also the property owner in the Long Bridge corridor where many of the new proposed interlockings will be built. Chapter 12 of the DEIS discusses impacts to property owners including, for example, loss of parking spaces at the Washington Marina and "small impacts to the properties along the right-of-way." DEIS at 12-13. But it entirely ignores the very substantial impacts of the Project to CSXT's property rights within the right-of-way.

In order for the Project to be constructed, CSXT will be required to commit a significant portion of its right of way to the new tracks and ancillary structures, need for which is driven by passenger rail demands, not CSXT's own freight rail demands. Commitment of CSXT's property to this non-business-driven use will significantly diminish the value of the property to CSXT. Just as the DEIS discusses less substantial impacts to other private property interests and mitigation for these impacts, so too must it discuss the impacts to CSXT and appropriate mitigation. For example, the DEIS acknowledges that in order to mitigate private property loss the Project must "appropriately compensate property owners for loss of parking spaces and revenue." DEIS at 12-31. CSXT's loss of property and potential revenues associated with the loss of use of a portion of its right of way must also be incorporated into the analysis.

III. The DEIS Does Not Meet CSXT's Requirements With Regard to Track Outages

CSXT has previously explained to DDOT and FRA that in order to avoid impacts to its operations, it needs two tracks available for use throughout the entirety of construction with no outages. The DEIS nonetheless states that "it is anticipated that over the duration of the Project, there would be seven night outages, one day outage, and three 55-hour weekend outages that would affect maintaining two-track operations." DEIS at 9-23. While these impacts may seem minor in comparison to the duration of the Project, they nonetheless will impact CSXT's operations to an extent not previously anticipated. Mitigation of these impacts should be considered in the FEIS and must be discussed among the stakeholders.

In addition, CSXT questions whether it is appropriate to identify potential outages to two-track operations with this level of detail at this stage in the project. The need for outages will no doubt evolve over the course of the more detailed design. CSXT would be pleased to make engineering and operating resources available to help minimize the extent of outages required in the final design.

Finally, the DEIS should acknowledge that the anticipated night and weekend closures will disproportionately impact CSXT's freight operations, which predominantly

occur on nights and weekends to allow passenger train traffic to predominate during prime commuting hours.

IV. The DEIS Fails to Accurately Assess Noise Impacts of the Project

There are several issues with the noise impact analysis that should be corrected in the FEIS, including that:

- 1. The DEIS concludes that the relatively high existing noise conditions at the Mandarin Oriental Hotel are "due to the presence of wheel squeal generated by trains on the curved track." DEIS at 13-6. This conclusion is uncited and CSXT is unaware of support for it. It should be supported in the FEIS by detailed data. In addition, the FEIS should acknowledge that wheel squeal is not the only source of noise impacts. This will increase flexibility in considering potential mitigation measures.
- 2. In light of the importance accorded wheel squeal to the analysis, the FEIS should acknowledge that the selected action alternative may result in an increase in curvature of the track adjacent to the Mandarin Oriental Hotel. The proposed track configuration near the Mandarin Oriental Hotel increases the degree of curvature from 5.45 degrees to approximately 8.15 degrees. DEIS Appendix B5 at Option 2 Plan Figure. The steeper proposed curve will undoubtedly increase the likelihood of wheel squeal, a fact that must be acknowledged, quantified, and mitigated in the analysis. CSXT has previously encouraged DDOT and FRA to reduce the curvature in this area. While the 8.15 degree curve is slightly less steep than prior proposals considered, CSXT nonetheless believes efforts should be made toward further reduction.
- 3. The DEIS discusses that construction noise limits are more restrictive at night, but fails to adequately acknowledge that most construction will be required to occur at night during these more restrictive periods. The analysis states that "If construction occurred at night, noise levels would exceed the District nighttime limit (65 dBA [Lmax]) at all locations within approximately 500 feet from construction activities." DEIS at 13-13 (emphasis added). Elsewhere in this Chapter, the DEIS acknowledges that there are important receptors within 500 feet of the rights of way where construction will occur, including the Mandarin Oriental Hotel and the Portals V Residences. In order to ensure minimal interruptions to track operations, much of the construction will need to occur at night. The FEIS should, therefore, acknowledge the potential for more temporary night noise impacts than are currently discussed.
- 4. The DEIS concludes that use of a wayside top-of-rail friction modifier system and gauge-face lubrication will "eliminat[e] the presence of wheel squeal." DEIS at 13-15. The use of the word "eliminating" in this discussion is inappropriate as these systems have been shown only to reduce the impacts of wheel squeal.
- 5. The DEIS concludes that the wheel squeal mitigation measures will result in a 12 dBA reduction at the Mandarin Oriental Hotel and a 10 dBA reduction at the Portals V Residences. These conclusions are uncited and CSXT is unaware of support for

them. The FEIS should provide citations and data to support these conclusions. It is likely also appropriate to provide approximate ranges of anticipated reductions, rather than definitive amounts of dBA reduction.

- 6. The FEIS should clarify that under the no action alternative, noise related to individual freight trains will not change and that any increased noise resulting from freight trains is a result of increased market demand for freight services. The DEIS concludes that under the No Action Alternative, noise at the Mandarin Oriental Hotel and Portals V Residences will increase by 3.9 dBA by 2040. DEIS at 13-7. This conclusion is driven, in large part, by the fact that the DEIS projects an increase in the number of CSXT trains travelling through the corridor per day from 18 to 42 by 2040. DEIS at 3-29. The conclusion that CSXT will increase its daily traffic by 24 trains, or 130% over existing levels, was drawn from the Environmental Impact Statement for the DC2RVA project. However, as noted in the DC2RVA FEIS, "CSXT actual freight growth may be greater or less than the projected growth rates based on market demands." DC2RVA FEIS at 2-49. There is significant uncertainty in projecting the actual volume of freight train traffic in the No Action Alternative because it is driven by unknowable future market conditions. Whether or not the associated noise impacts will occur is similarly uncertain. The FEIS should acknowledge this uncertainty.
- 7. The DEIS should clarify that an increase in number of trains, resulting in an increase in noise impacts, is far more certain under the selected action alternative than under the no action alternative. As discussed above, the predicted increase in freight traffic is subject to significant uncertainty. On the other hand, that the number of passenger rail trains will increase under the selected action alternative is a certainty and the primary goal of the Project. That noise impacts will increase under the selected action alternative is far more likely than that noise impacts will increase under the no action alternative. As such, the conclusion that the selected action alternative results in lesser noise impacts than the no action alternative should be reevaluated to take into account the relative likelihood of increased impacts in each scenario. This in no way alters CSXT's support for the selected alternative. Rather, we raise this simply to inform the discussion regarding appropriate mitigation.

V. Appendix B5 Must be Updated

As noted in the DEIS, "Amtrak, VRE, and DRPT have agreed to 14-foot track centers with 7.5 feet of minimum lateral clearance" for the challenging tunnel area below Maryland Avenue in the District. DEIS at 3-28. DDOT and FRA have also endorsed this approach, including in the Appendix B6 Conceptual Engineering Plans. Appendix B5, however, reflects an old DDOT and FRA proposal for Option 2, the selected Option, that relies on 13-foot track centers and 8.5 foot minimum lateral clearances. DEIS Appendix B5 at p. 5. The Appendix should be corrected to reflect DDOT and FRA's current proposal for the area, a proposal that has garnered more stakeholder report than that set forth in the current version of Appendix B5.

CONCLUSION

CSXT supports DDOT and FRA's selection of alternatives in the DEIS and is providing these comments with a view to addressing important gaps and deficiencies in the analysis. We look forward to further discussion with DDOT and FRA regarding these issues and to further progress toward realizing the proposal set forth in the DEIS.

Farmer, Lee

From: Judd Isbell <lumberjackcycles@gmail.com>
Sent: Monday, October 28, 2019 10:44 PM

To: info@longbridgeproject.com

Subject: [External] Alexandria BPAC Comments on Draft EIS

The Alexandria Bicycle and Pedestrian Advisory Committee is writing to express support for the proposed pedestrian and bicycle bridge that is described in the Long Bridge Project's Draft Environmental Impact Statement. The Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) is a 501(c)3 nonprofit that promotes walking, biking, and other active transportation, and advocates for infrastructure, policy, and cultural changes that create a safe, accessible, and livable city for all.

The Long Bridge Project will provide significant benefit to residents of Alexandria by providing additional rail travel options to Alexandria residents who use VRE, Amtrak and MARC trains. The proposed pedestrian and bicycle bridge will provide significant benefit to the large number of Alexandria residents who use the Mount Vernon Trail for fitness, recreation and transportation. Many of the existing pedestrian and bicycle bridges across the Potomac River are either dangerously narrow, difficult to get to, or already near capacity during peak travel hours. A new pedestrian and bicycle bridge will give trail users another option to reach DC and likely increase the number of Alexandria residents who walk and bike instead of drive, consistent with Alexandria's Environmental policies and plans.

We hope that the final Environmental Impact Statement will consider suggestions for improving the proposed pedestrian and bicycle bridge such as increasing platform size to accommodate a wider variety of bikes. The platforms on the ramp between the Mount Vernon Trail and the bridge are not wide enough to adequately accommodate all trail users such as those riding cargo bikes or tandem bikes, or pulling bike trailers or trail-a-bikes. The pedestrian and bicycle bridge should be built at the same time as the rail bridge to reduce the amount of time that the Mount Vernon Trail will be impacted. The project should include construction of the Gravelly Point bypass which is currently in the National Park Service's Paved Trails Plan. This bypass would help mitigate the risks associated with increased trail traffic. The bridge should incorporate railing design that does not reduce the effective bridge width, which occurs when users avoid proximity to a vertical barrier.

Thank you for your consideration of our comments. We look forward to the positive impacts that the new Long Bridge rail, pedestrian and bicycle bridges will bring to our region's transportation network.

Judd Isbell

Member

On Behalf of the Alexandria Bicycle and Pedestrian Advisory Committee

Long Bridge Project

Comments regarding
Draft Environmental Impact Statement (DEIS)

Audubon Naturalist Society Comments Emailed by Renee Grebe

Monday, October 28, 2019

The Audubon Naturalist Society (ANS) is the Washington, D.C. region's oldest independent environmental organization, with a long history in Northern Virginia and Fairfax County. As ANS's Northern Virginia Conservation Advocate, and on behalf of our over 10,000 members and supporters in the greater Washington, D.C. region, I hereby submit comments in regards to the Long Bridge Project's Draft Environmental Impact Statement (DEIS).

Support for a new two-track bridge with a separate bike-pedestrian bridge crossing

We strongly support the Preferred Alternative for a new two-track bridge and a separate bike-pedestrian bridge. As our region deals with the challenges of reducing both traffic congestion and greenhouse gas emissions, having alternative means of transportation is key to ensuring we can reach these goals.

A new two-track rail bridge will better connect the communities across the Potomac River by significantly increasing VRE capacity (from 34 to 92 trains per day). This increased capacity means a more highly functioning regional transit network, allowing more flexibility and reliability of transit options for commuters. The increased rail capacity will allow significantly more freight, from 18 to 48 trains per day.

A separate bike-pedestrian bridge crossing will allow more mobility options for crossing the Potomac and contribute to a rich network of walking and biking trails in the DC area. This connection can serve as yet another safe alternative to driving, not only for commuters in the region, but also for recreational activities as well.

Restore impacted areas to a higher ecological function than were previously, when possible

ANS understands that projects like this will come with environmental impacts. However, this project also has the opportunity to plan for restoration of impacted areas with an eye towards enhancing the impacted property over what currently exists today. For example, the staging areas in the clover

leaves¹ should be restored with native trees, with a plan to sustain them for up to a year following the replanting, with regular watering and invasive plant controls. A restoration approach should be considered for all environmentally impacted areas.

We appreciate your consideration of our comments. Thank you.

Sincerely,

Renee Grebe

Northern Virginia Conservation Advocate

Audubon Naturalist Society

Rence Shelor

¹ Figure 5-4 http://longbridgeproject.com/wp-content/uploads/2019/09/Chapter05_NaturalEcologicalSystemsEndangeredSpecies_LongBridgeDEIS.pdf

The Committee of 100 on the Federal City



Comments Concerning the Long Bridge Project Draft Environmental Impact Statement

October 28, 2019

The Committee of 100 on the Federal City (Committee) is pleased to submit these comments regarding the Long Bridge Draft Environmental Impact Study. We hope that the new two-track bridge being proposed to link the District with Virginia will eliminate the current bottleneck and provide for separating passenger and freight traffic as the Committee has requested before. However, we are surprised and disappointed by the significant errors that confuse the track spacing in the Maryland Avenue SW Corridor by showing it at 13 feet in some tables and diagrams, and 14 feet in the text and other diagrams. Detailed examples are presented below.

The potential solution as described for the design restrictions of the Maryland Avenue SW Corridor will enable four tracks to be installed. Their construction, along with improvements proposed for the L'Enfant Plaza VRE Commuter Rail Station (under a separate project), offers the opportunity to significantly improve commuter rail service through the corridor. But the confusion in the document, 13-foot track centers or 14-foot, raises other questions about what else may be wrong.

Maryland Avenue SW Corridor

The Committee appreciates the efforts to examine the feasibility of widening the Maryland Avenue SW Corridor to allow for 15-foot track centers to meet CSX specifications. It is unfortunate that such an effort would cost \$250 million and add five years to the project, not to mention the disruptions to the local businesses and roadway users.

However, there are errors in the presentation. Initially, CSXT requested their minimum 15-foot track spacing design standard be maintained for freight tracks. However, CSXT, Amtrak, VRE, and DRPT all requested the analysis to evaluate 13-foot spacing for passenger trains. As stated on page 3-28 and later on page 18-9, CSXT and operators Amtrak, VRE, and DRPT have agreed to accept 14-foot track centers. But examining the plans and tables of Appendix B5 (Clearance Assessment), track centers of 13 feet with a minimum of 8.5 feet lateral clearance are given as the preferred design. This will fit four tracks underneath Maryland Avenue, between the existing buildings and retaining walls with minimal or no significant obstacles. These dimensions have been identified as the minimum acceptable geometry by current operators. Support letters have been received from Amtrak, VRE, and DRPT, which are included in the appendix, but only one, VRE, specifically supports the 8.5-foot lateral clearance. Additional inconsistencies are found in other chapters, such

as page 9-31 that states 14-foot track centers. Then Appendix B6 shows 14-foot centers as well on the conceptual engineering plans. There are no letters of support from MARC and NS. Although not listed, the Committee assumes that MARC and NS have been involved in these discussions. They should be added to the list of stakeholders involved.

The track spacing in the Maryland Avenue SW Corridor needs to be clarified – will it be 14-foot track centers or 13-foot track centers? What will be the lateral clearances? How will the 14-foot track centers impact the estimated costs for structural improvements in the Maryland Avenue Corridor as shown in Table 1-1 for Option 2, with 13-foot track centers? Option 2 is the preferred option to minimize structural improvement costs. As the DEIS states, proceeding with any option other than Option 2 presents a significant risk to public financing for the project. How will 14-foot track centers impact this financing?

Cross Section of Maryland Avenue SW

Cross Section A-A of Figure 3-12, page 3-24, illustrates the required lowering of the tracks through the Maryland Avenue SW Corridor to provide the increased overhead clearances needed for freight and passenger service. Later, on page 3-27 (line 450) it states that the preliminary design should not preclude future electrification along passenger tracks. So, will the tracks in the Maryland Avenue SW Corridor be lowered to the depth needed so that future electrification can be installed? Or will that additional excavation wait until there is a funded plan for electrifying the passenger route to Richmond? Future electrification is discussed in Appendix B2, Structures Study Report, Section 7.2 Future Electrification, but no details regarding Maryland Avenue SW are given.

Also, Appendix B2, Sections 7.1 Bike-Pedestrian Crossing and 7.2 are discussed on page 27, not page 28 as shown in the Table of Contents.

L'Enfant Plaza VRE Station

Although not a part of the Long Bridge Project, the importance of coordinating the adjacent L'Enfant Plaza VRE Station improvements with the construction of the four tracks and establishing a direct connection to the L'Enfant Plaza Metro station below (with its five routes – Orange, Blue, Silver, Green and Yellow) cannot be stressed enough. This will make a joint L'Enfant Plaza VRE/Metro station a major transportation hub in SW DC.

DC Department of Energy and Environment

At the Public Meeting on October 22, Committee members discussed with DDOT staff details about the safety of the Maryland Avenue SW Corridor. One question concerned the DC Department of Energy and the Environment (DOEE) and whether they had been involved since that office is responsible for investigative and surveillance activities related to the safety of facilities, equipment, rolling stock, and operations of railroads and railroad carriers operating in the District.

DC Law 21-254. Rail Safety and Security Amendment Act of 2016, Section 108c (c) states:

"The Director may engage in investigative and surveillance activities related to the safety of facilities, equipment, rolling stock, and operations of railroads and railroad carriers operating in the District and may take enforcement actions, to the extent permissible under 49 U.S.C. § 20101 *et seq.*), or any regulation issued thereunder,"

The Virginia DRDT is an active participant, but there is no description of DOEE's participation in evaluating the safety of what is being proposed. We were assured that DOEE staff had attended several meetings, and DOEE is listed as a Participating Agency in Table 25-2. What comments or input did they have when reviewing the safety of what is being proposed?

Train Volume Estimates for 2040 and Bridge Capacity

The Committee has raised questions in the past as to the accuracy of the 2040 train volume estimates. It appears that the latest projections reflect the most up to date data available from all railroads involved. As passenger demand and freight traffic grow, the train volumes for all rail users will eventually reach the projected 2040 volumes as presented in various tables. Have any estimates been made as to what the actual capacity of the 4-track Long Bridge will be?

Bicycle-Pedestrian Crossing

Although not required for the Long Bridge Project, the pedestrian and bicycle bridge examined as mitigation for loss of parkland presents an opportunity to provide an important connection within the regional trail system, linking Crystal City and the District. As explained in the Executive Summary, the bridge would connect Long Bridge Park with NPS Parking Lot C in East Potomac Park. Ramps would connect the crossing with a path just north of the new Long Bridge Park Aquatic Center, the Mount Vernon Trail, and East Potomac Park. The Committee hopes that the design effort will examine additional connections to bicycle paths in the District and Virginia, such as to Washington Marina or the Mandarin Oriental Hotel pedestrian bridge to improve capacity and safety for bicyclists and pedestrians alike.

Noise and Vibration Studies

The Executive Summary, on page 26, states that noise and vibration levels will increase under the preferred alternative as more trains begin operations. For example, increased noise levels are expected to exceed FRA severe noise criteria at the Portals V Residences, the Mandarin Oriental Hotel and parts of Long Bridge Park. Noise would also exceed FRA moderate noise criteria in other parts of Long Bridge Park.

The only reference to vibration impacts occurs when construction activities are discussed, but no mention of increased vibrations due to the increase in train traffic is mentioned for any location. However, Appendix D1: Methodology Report, Section 11, Noise and Vibration, explains the need for noise and vibration studies for both construction monitoring and train vibrations. These details should be added to the Executive Summary. Before construction begins, vibration data from train operations should be recorded to enable appropriate before/after studies to be conducted.



October 28, 2019

Long Bridge Project Att: Anna Chamberlain

Re: Draft EIS for Long Bridge Project

The Crystal City Civic Association has long been supportive of the plans to enlarge the Long Bridge to accommodate four train tracks and a pedestrian/bike bridge, in particular Alternative A. To this end, we have participated in the working group meetings to the extent possible. At the most recent meeting, we were represented by Eric Cassel, also President of the Friends of Long Bridge Park, who commented on the recent EIS draft. We are only now becoming aware of potential problems of impact on Crystal City residents.

We agree in general with the concerns about potential impact of the work proposed in the draft EIS on Long Bridge Park, as expressed by Mr. Cassel and the Friends of Long Bridge Park, who have submitted their concerns in writing. We are interested in all of the assessment areas dealt with in the draft EIS, and impressed with the thought and effort reflected in the document. However, because of time limitations, we are focusing our comments here primarily on issues that directly affect human beings in Crystal City.

As we understand the draft EIS, the baseline for determining the impacts of the LBP and other projects is the No Action Alternative – a projection of the existing situation to 2040. The impact that is measured for each project is an <u>increment</u> to or from the baseline. The majority of the EIS deals with assessments of the impacts of the projects per se, with one chapter dealing with cumulative effects.

We understand that the 1.8 mile Long Bridge Project is a project in itself, but it also is a piece of a multi-project initiative called DC2RVA. It is not clear to us whether and/or how the increments of all of the various projects are added together. For example, the draft EIS states that Long Bridge Project assessments are made for trains going 90 MPH or less. However, DC2RVA is designed to be for trains traveling at higher MPHs. If speed of trains has any influence on the assessment subjects, it would be useful to indicate what they might be.

We are particularly interested in the assessments being made on increments because residents live not far from the south end of the LBP and also are directly affected by the VRE Crystal City Station project. The VRE project begins where the LBP project ends. Taken together, the two projects have impacts extending the length of Crystal City, and include, for example, the curve on Crystal Drive where wheel screech and other noise is a problem. We would like to understand the impact of the two projects taken together and how mitigation during construction and subsequent operations applies to the two.

We would also like to express our concerns about the proposed "Temporary Land Use and Impact" on Crystal City at the southern end of Long Bridge Park. The EIS states in chapter 12, line 98, that "The southernmost part of the Local Study Area includes private commercial, residential, and mixed uses in the Crystal City area." It further states in lines 355-356 that "Open space at the south end of Long Bridge Park (negligible adverse direct impact, as park uses would remain undisturbed)." However, Figure 12-12 "Temporary Land Use and Property Impacts – Crystal City" clearly shows that the area of temporary impact would include the entrance to Long

Bridge Park at 12th Street and Crystal Drive that belongs to Arlington County, as well as the small park belonging to JBG Smith that borders several residential buildings. This is a lovely, calm area used extensively by local residents as well as by visitors to Long Bridge Park.

It is unclear from the EIS what this "temporary impact" might be. However, if it becomes an active staging area for construction, it would greatly impact residents and visitors to the Park and quickly become a negative issue for all concerned. We agree with the Friends of Long Bridge Park that this would not be an acceptable use of this space. We hope that you will identify and utilize an alternative staging location that does not affect public space in Crystal City.

We are concerned about noise impacts and some of the data provided about them. For the Long Bridge Project, there is a cumulative assessment for noise that is important on two counts. In the EIS, a distinction is made between direct and indirect impacts. Direct effects occur at the same time and place as the project action; indirect, later in time and farther removed in distance. The cumulative assessment, reflecting indirect impacts, states, "The permanent impacts of Alternative A when combined with the permanent impacts of other past, present and reasonably foreseeable future projects would result in an overall moderate to major adverse cumulative impact on noise. This is because of the cumulative increase in noise from Action Alternative A and the DC OAPM project...." (Section 21.3.2.1.) For many, the direct impacts may seem quite limited, especially the size of the area studied. This information is useful and lends credence to the analysis.

However, the areas considered for assessments of "noise" and "public health" are different. No residential buildings are included in the noise assessment. In the public health section, the study area includes 4 residential buildings that are close to the southern end of the project site. The EIS describes noise in terms of degrees of "annoyance." However, science increasingly indicates that noise pollution can create both physical and mental health problems. Given the proximity of the noise study area to the public health area, it appears likely that more-than-minor adverse effects could affect residents, not just potential visitors to Long Bridge Park.

The EIS inclusion of possible noise mitigations, including but not limited to, at least two available rail systems that dampen noise is encouraging and useful. Especially because a large increase of the number of residents in Crystal City is expected from recently completed and planned residential units, we hope these and other possible mitigations will be put in place.

We recognize that resources and time are limited. But we hope that we can work with you to mitigate impact on Crystal City residents in the productive way we have done with CSX in the past, with developers, and in welcoming of Amazon to our area.

Regards,

Carol Fuller President, CCCA

Cc: Arlington County Board

Arlington County Board Manager JBG Smith – Andrew Van Horn



To: The Long Bridge Project

From: The Friends of Long Bridge Park

Date: October 28, 2019

Subject: Draft EIS for the Long Bridge

Overall the Friends of Long Bridge Park support Alternative A for the Long Bridge Project. At the Project Hearing, the President, Eric Cassel, did present comments to the hearing. At that time, we were unaware of three elements of the EIS that present problems.

First, we do not support a particular part of the EIS proposal. In Chapter 12, lines 355-356 propose using the south part of Long Bridge Park for construction activities. This is NOT an acceptable use of the space. This part of Crystal City is in the CIP for Arlington County for park development and this would prevent any development of the park. In addition, it would prevent usage of elements of the park, hinder entrance to the park and be an eyesore.

Second, in lines 359-360 there is also usage of the park for construction. It is not clear if this is for the actual railroad bridge or the Pedestrian Bridge. Clearly to connect Long Bridge Park to the Pedestrian Bridge requires work in Long Bridge Park and we approve of such actions. If the plan is to use part of the park for other purposes, then we would want additional information.

Third, Taking of land at the North End of the park (285-289 Chapter 12) is also not recommended. We understand the amount of land is small, but still there may be legal problems and we dislike any parkland permanently changed to Railroad right of way. This decreases the amount of parkland in the area and is not recommended.

While the overall project is acceptable, these small parts of the EIS are not acceptable.

Farmer, Lee

From: Mount Vernon Trail <mtvernontrail@gmail.com>

Sent: Monday, October 28, 2019 6:46 PM

To: info@longbridgeproject.com

Subject: [External] Draft EIS Comments From the Friends of the Mount Vernon Trail

The Friends of the Mount Vernon Trail support the pedestrian and bicycle bridge included in the Long Bridge project, which is proposed as a mitigation for the impacts that the rail bridge will have on the George Washington Memorial Parkway and users of the Mount Vernon Trail. As the Draft Environmental Impact Statement noted, construction of the bridge will have multiple impacts on Mount Vernon Trail including significant detours and noise during construction, a tripling of rail usage, impacts to views, loss of park land, loss of mature vegetation and possible increased trail traffic. We agree with the Draft EIS that these impacts are significant and require a mitigation.

The proposed pedestrian and bicycle bridge is the appropriate mitigation for these impacts. We also suggest that the final Environmental Impact Statement considering the following:

- 1. The pedestrian and bike bridge should be built concurrently to reduce prolonged construction on the trail and provide a more timely mitigation.
- 2. The bridge should made be as wide as possible and consideration should given to installing railing that does limit the effective width of the bridge. Bicycle uses tend to stay two feet away from vertical structures, which can remove four feet of effective width from a bridge.
- 3. The platforms on the switchbacks between the trail should be enlarged to ensure accessibility for all trail users including children, wheel chairs, cargo bikes and tandem bikes.
- 4. The trail in the construction area will likely be damaged by construction. As part of the mitigation, the section of trail from Gravelly Point to the 14th Street Bridge should be resurfaced.

The Friends of the Mount Vernon Trail is a 501(c)3 nonprofit that supports the Mount Vernon Trail for all users by increasing safety, promoting access, improving facilities and creating stewards.

Thank you for your time and attention.

Judd Isbell
President
Friends of the Mount Vernon Trail

October 28, 2019

Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE Suite 400 Washington, DC 20003-3515

Dear Ms. Chamberlin:

The Greater Washington Partnership (the Partnership) is a team of civic-minded CEOs, drawing from leading employers and entrepreneurs, who are committed to making the Capital Region of Baltimore, Washington, and Richmond one of the world's best places to live, work and build a business. The 26 leaders that make up the Partnership, employ more than 200,000 people in the region, and represent a wide range of innovative organizations across industries, including Capital One, Dominion Energy, Johns Hopkins University, Northrop Grumman, and MedStar Health. The Partnership supports the Draft Environmental Impact Statement identification of Action Alternative A as the preferred alternative, because it best fulfills the purpose and need of the Long Bridge project to expand the capacity of rail services to the regional transportation network.

The Partnership's Blueprint for Regional Mobility, released in November 2018, recommends several specific action steps to modernize our region's intercity and commuter rail, including the removal of bottlenecks limiting the rail system's speed, frequency, reliability, and growth. This includes Long Bridge.

Long Bridge was constructed in 1904 and is a two-track freight and passenger rail crossing over the Potomac River connecting the District of Columbia to Virginia. The bridge is at capacity during peak period today, and it must be expanded in order to meet the estimated 150 percent growth in passenger and freight service over the next 20 years from 76 trains today to more than 190 trains. Doing so will enable bi-direction VRE service seven days a week, allow more Amtrak trains to extend into Virginia, and unlock the opportunity for run-through service of MARC and VRE beyond Union Station, enabling a true regional commuter rail system.

On September 5, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. Construction of a new, two-track bridge proposed under Action Alternative A would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the connectivity of the region. It would also provide a critical new multimodal bike and pedestrian connection across the Potomac River.

For these reasons, the Greater Washington Partnership fully supports the Draft Environmental Impact Statement identification of Action Alternative A as the preferred alternative.

Sincerely,

Jason S. Miller

CEO, Greater Washington Partnership

Jon & Muse



October 28, 2019

Anna Chamberlin District Department of Transportation 55 M Street, SE Suite 400 Washington, DC 20003

RE: Long Bridge Project, Public Comment

Dear Anna Chamberlin,

Our company, National Ferry Corporation ("NFC"), operates a waterborne sightseeing business from the Washington Marina. Marina management recently notified me of the subject DDOT Long Bridge Project (the Project) and informed me that public comments concerning the Project can be submitted to your office through today. Of concern is that the Project currently incorporates a prospective plan to take over our contracted parking lot within the Washington Marina for the duration of the project. That parking lot is home to our ticket booth and our customer and staff parking, and is the secure access point to our docks and vessels. I have included an excerpt from your Project Chapter 12, Land Use and Property Section, which highlights the lot planned for closure. That excerpt provides a clear visual demonstrating that our entire operation would be crippled by a take-over of that lot by DDOT.

NFC has been a faithful tenant of The Washington Marina Company since 2015 when we first contracted with the marina for three commercial docks. That Agreement also provides for the housing of our ticket booth and parking for our crew at the marina's west parking lot. The Agreement also provided that we could offer necessary customer parking for our public cruises and charters. Over the past 5 years, NFC has provided a safe and memorable cruise experience from The Washington Marina to over 500,000 passengers and provided jobs and career training to 100 past and present employees. The lot closure would mean the end to our company and the loss of jobs for local residents, and we beg you to reconsider and modify your plan for staging your vehicles for the project.

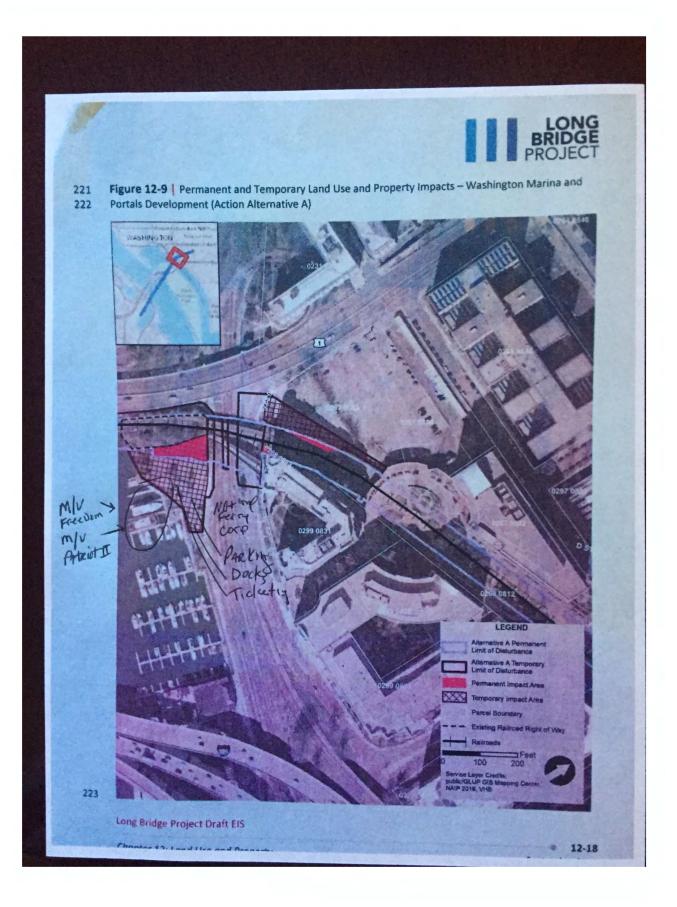
With your esteemed history and expertise in mobilization and staging effort similar to the Long Bridge Project, I am certain that you could modify your plan to incorporate a different area other than the west parking lot in the Washington Marina to park Project vehicles, rather than permanently closing down our company and putting DC residents out of work.

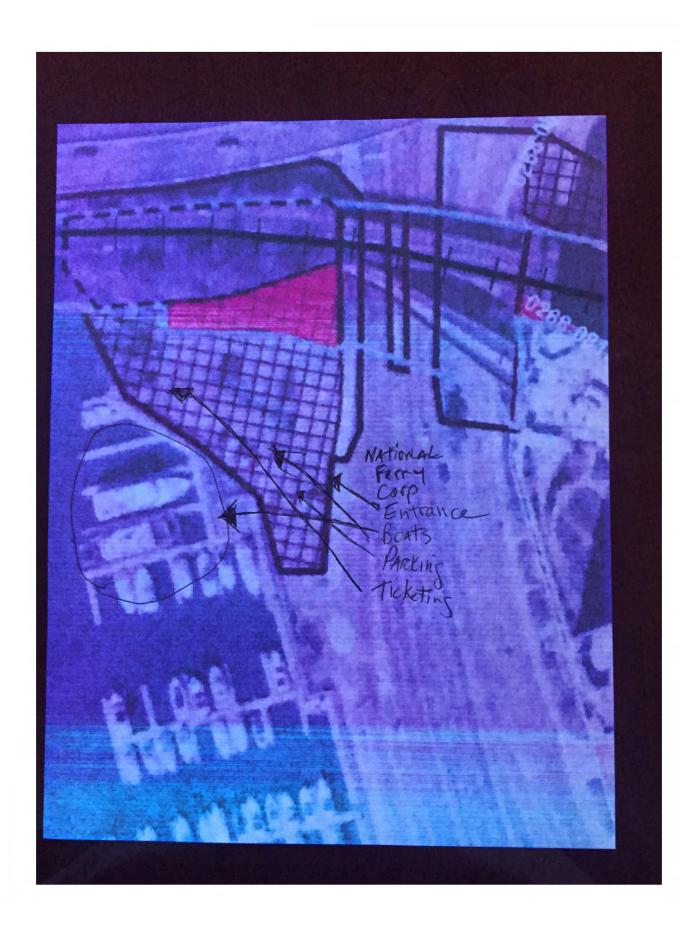
If wish to discuss any of the foregoing or desire any additional information, please feel free to contact me directly at 703.851-8644 or kmoran@nationalferry.com. Thank you.

Respectfully yours,

Kevin Moran President & CEO National Ferry Corporation

Cc: Mayor Murial Bowser





Farmer, Lee

From: Milazzo II, Joe <Joe@letsgetmoving.org>
Sent: Friday, October 25, 2019 11:52 PM
To: info@longbridgeproject.com

Cc: Chamberlin, Anna (DDOT)

Subject: [External] RTA (N.C.) comments on Long Bridge DEIS **Attachments:** ref -- NCDOT - DEIS Comment Letter - FINAL SIGNED.pdf

TO:

Ms. Anna Chamberlin, AICP Ref: Long Bridge Project 55 M Street, SE Suite 400 Washington, DC 20003-3515

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Dear Anna and colleagues,

Thank you for the opportunity to comment on the subject <u>DEIS for the Long Bridge project</u>.

The Regional Transportation Alliance is the voice of the regional business community in the Research Triangle area of North Carolina, serving Raleigh, Durham, Chapel Hill, Cary, and nearby communities.

We recognize that <u>proposed improvements to the Long Bridge</u> are essential for improved rail travel between Washington, D.C. and the southern mid-Atlantic area, including Virginia and North Carolina.

We echo several of the comments submitted under separate cover by Mr. James Bridges with NCDOT (dated 10/24/19, **attached** for ease of reference), including a request for clarification and inclusion of the Raleigh-Richmond tier II environmental documents as well as the existing and proposed trains that extend into or through North Carolina.

We applaud the leadership of the District Department of Transportation and USDOT/FRA for coordinating this important study effort, which will better connect north and south through the nation's capital.

Please let me know if you have questions.

Joe

Joe Milazzo II, PE Executive Director Regional Transportation Alliance

The voice of the regional business community on transportation

w 919.664.7065 m 919.389.9285 joe@letsgetmoving.org

Leadership Team | Chairs Council | "Thursday Thoughts at 3" blog

Ms. Anna Chamberlin District Department of Transportation 55 M Street, SE, Suite 400 Washington, DC

BY EMAIL

Re: Comments on Long Bridge Project Draft Environmental Impact Statement

Dear Ms. Chamberlin:

The Southern Environmental Law Center would like to provide the following comments on the Draft Environmental Impact Statement (DEIS) for the Long Bridge Project. SELC is a non-partisan, non-profit organization that works throughout the Southeast to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life. For over two decades, we have worked to advance policies and projects that enhance freight and passenger rail throughout our region.

The expansion of Long Bridge has been a primary focus of our recent rail advocacy efforts. The Long Bridge Project would alleviate a critical bottleneck in our region's rail network—the most severe bottleneck for freight and passenger rail service between North Carolina and Washington, DC. As the only railroad bridge connecting Virginia and Washington, DC, Long Bridge's two tracks currently serve all CSX freight, Amtrak, and Virginia Railway Express trains crossing the Potomac River between these jurisdictions. Significant increases in these services are planned for the coming years to meet growing demand, which is almost certain to cause severe reliability, performance, and safety issues unless this facility is significantly upgraded.²

In addition to meeting future demands for rail service, the Long Bridge Project offers many other important economic and community benefits, including expanding travel and shipping options, mitigating traffic congestion in some of our region's most heavily-traveled corridors, reducing transportation-related emissions of greenhouse gases and other air pollutants, and encouraging more efficient land development patterns. Moreover, a number of these benefits could be augmented by the construction of the proposed new bicycle and pedestrian bridge running parallel to the project.

Despite the multiple benefits of the proposed project, Long Bridge is located in an area with significant environmental, historic, and community resources. Although the current Preferred Alternative will result in fewer impacts than the other Build Alternatives that have been studied, it is imperative that opportunities to further avoid and minimize impacts to these

¹ Federal Railroad Administration & District Department of Transportation, *Long Bridge Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation* at 2-4 to 2-5 (Sept. 2019) (hereinafter *Long Bridge DEIS*).

² *Id.* at 2-7 to 2-10.

resources are carefully considered and incorporated into the project as the design process continues. In addition, given the project's location along the Potomac River, we believe the DEIS's analysis of potential climate change-related impacts on the project and its surroundings should be strengthened. Analysis of the potential vulnerability and resiliency of the project to climate impacts is crucial to help ensure that Long Bridge will remain a viable transportation link well into the future.

Benefits of the Long Bridge Project

According to the DEIS, the proposed doubling of rail capacity will enable Long Bridge to accommodate an anticipated 153% increase in the number of trains using this facility each day—from 76 trains today to 192 trains per day in 2040.³ This includes significant increases planned for each of Long Bridge's commuter, passenger, and freight operators.⁴ Expanding these rail services can provide many important benefits, including enhancing mobility and reducing congestion along major highway corridors—such as I-66 and I-95 in Northern Virginia—by providing drivers with alternative travel options. Expanding these services will also contribute to Virginia's goals of shifting toward a cleaner transportation system.

Continued growth in the Washington region means there will be more demand for public transportation and intercity passenger rail services, and improvements to the Long Bridge corridor will allow for the expansion of existing, and the introduction of new, passenger rail service. These new and expanded services are expected to provide over \$17 million in annual travel time savings for rail passengers by 2040, and between \$24 and \$59 million in annual time savings for road users. Moreover, rail commuters currently contribute about \$6.25 billion annually to the region, and the expansion of Long Bridge is expected to double that contribution to over \$12 billion by 2040. The improvements to freight service will also allow for more efficient transport of goods in one of the nation's busiest transportation corridors.

Another key benefit of the enhanced rail service the Long Bridge Project would enable is the reduction in transportation-related emissions of greenhouse gases (GHG) and other air pollutants. The transportation sector is the largest source of carbon pollution both nationwide and in Virginia, and increasing rail's modal share would help to address this problem. As noted in the recent *Virginia Statewide Rail Plan*, railroads are on average four times more fuel efficient than trucks, with freight moved by rail generating 75% less GHG pollution. Although we were pleased to see that the DEIS addresses some GHG emissions that will result from the project, the analysis lacks an examination of the project's anticipated benefits in reducing GHG emissions by encouraging drivers to shift from highway use to take advantage of new passenger

³ *Id.* at 2-4 to 2-5.

⁴ By 2040, VRE service in the Long Bridge Corridor is expected to grow from 34 to 92 trains per day, Amtrak from 24 to 44 trains per day, and CSX from 18 to 42 trains per day. In addition, MARC plans to expand service to Alexandria, Virginia, which would introduce another 8 passenger trains per day to the corridor. Norfolk Southern also does not currently operate any trains in the Long Bridge Corridor, but expects to operate 6 trains per day. *Id.*⁵ Randy Selleck, Virginia Department of Rail and Public Transportation, Presentation to the Commonwealth Transportation Board, "The Economic Impact of the Proposed Long Bridge Expansion and Associated Corridor Projects and the Role of Rail Commuting in the Economy" at 11 (Oct. 16, 2019).
⁶ *Id.* at 9.

⁷ Virginia Department of Rail and Public Transportation, Virginia Statewide Rail Plan 2 (Dec. 6, 2017).

⁸ The DEIS provides analysis of the GHG emissions associated with construction and post-construction operations. *Long Bridge DEIS*, at App. D3, 7-3.

and freight rail services. These benefits can be further increased by designing the project so that it can easily accommodate, or be retrofitted to accommodate, future electrification of rail lines. The final EIS should include further analysis of this option, including preliminary cost estimates.

Preferred Alternative

The DEIS's proposed Preferred Alternative (Action Alternative A) to build a new two-track crossing appears to have a number of advantages over Action Alternative B (which also includes rebuilding the existing Long Bridge), as well as other Build Alternatives previously considered for the project. The Preferred Alternative would have fewer impacts on natural and community resources, largely due to its smaller footprint. And while the Preferred Alternative provides the same level of benefits as Action Alternative B, it has a much shorter construction timetable (approximately 5 years versus 8 years and 3 months) and a much lower price tag (an estimated \$1.9 billion versus \$2.8 billion). This means the benefits of the project will be available to the public more quickly and for a lower cost through the implementation of the Preferred Alternative, without compromising on the purpose and need of the project or increasing impacts to the surrounding environmental and community resources.

We also appreciate that the Preferred Alternative has been located and designed to minimize impacts to the significant resources in the vicinity of the project, such as Roaches Run Waterfowl Sanctuary, Long Bridge Park, East Potomac Park, and the George Washington Memorial Parkway. As this project moves forward, we encourage you to carefully consider further design changes and mitigation options to minimize any remaining impacts on these and other resources in the project area as part of the DEIS process and related historic and cultural resource reviews.

Climate Change and Resiliency

Given this project's location crossing the Potomac River, it is important that the Preferred Alternative be designed to ensure resiliency in the face of future climate change impacts. The project area falls largely within existing floodplains and in an area of the Potomac subject to storm surges and tidal changes. ¹⁰ Although we are pleased to see that the Preferred Alternative has been designed to avoid impacts to natural resiliency features such as wetlands associated with the Roaches Run Waterfowl Sanctuary, we are concerned with the lack of analysis in the DEIS about anticipated future climate change effects in the project area. Among other things, this analysis could help inform additional design changes to ensure the project remains resilient to these effects and does not exacerbate the impacts of climate change on surrounding communities and resources. The final EIS should include such analysis.

Bicycle and Pedestrian Crossing

Finally, SELC continues to support the potential construction of a separate new bicycle and pedestrian bridge at this crossing. This new bridge would provide another important connection to the heavily-used trail networks on either side of the Potomac River, as well as a

⁹ *Id.*, 3-45 to 3-46.

¹⁰ *Id.* at 6-15 to 6-16. *See, e.g.*, National Oceanic and Atmospheric Administration, National Storm Surge Hazard Maps, *available at* https://noaa.maps.arcgis.com/apps/MapSeries/index.html?appid=d9ed7904dbec441a9c4dd7b 277935fad&entry=1.

safer alternative to the popular existing crossings at the Key Bridge and the 14th Street Bridge. ¹¹ It would also provide yet another travel option for residents and commuters in this densely populated area, contributing to further reductions in traffic congestion and transportation-related emissions of GHGs and other pollutants.

Thank you for your consideration of these comments, and we urge the federal, state, regional, and local entities involved in the Long Bridge Project to prioritize efforts to fund these critical improvements so that they can be promptly implemented once a Record of Decision is issued.

Sincerely,

Trip Pollard Senior Attorney

Carroll Courtenay Associate Attorney

¹¹ Bicycle advocates have long pushed for a crossing at this location due to the safety and traffic issues involved with the existing crossings at the Key Bridge and 14th Street Bridge. *See, e.g.*, Edward Russel, "The 14th Street Bridge Will Get Better For Cyclists, But First...Construction," DCIST (Sept. 15, 2018); Edward Russel, "To Bike Across the Potomac, Most Use the 14th Street Bridge or Key Bridge," GREATER GREATER WASHINGTON (Aug. 19, 2015); David Alpert & Adam Froehlig, "14th Street Bridge Area Needs a Good Bicycle Connection," GREATER GREATER WASHINGTON (Mar. 13, 2012).



Oct. 28, 2018

District Department of Transportation (DDOT) Attn: Anna Chamberlin, AICP 55 M St, SE Washington, DC 20003

Dear Ms. Chamberlin,

Washington Area Bicyclist Association (WABA) strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge Project, as is included in the Draft Environmental Impact Statement (EIS). The bike-pedestrian crossing needs to remain part of the Long Bridge Project, be fully funded, and built in a timely manner.

The bike-pedestrian crossing will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. This is a once-in-a-generation opportunity to improve the connectivity between jurisdictions.

The Long Bridge bike-pedestrian crossing is also part of the regional trail network as defined by the Capital Trails Coalition and adopted by the Transportation Planning Board as one of the seven initiatives of Visualize 2045, the regional long-range transportation plan.

Thank you,

Katie Harris

Trails Coalition Manager

Washington Area Bicyclist Association



The Washington Marina Company 1300 Maine Avenue SW Washington, DC 20024 202-554-0222 www.washingtonmarina.com

October 28, 2019

<u>VIA EMAIL AND VIA USPS</u>

Ms. Anna Chamberlin, AICP
Manager, Project Review Planning and Sustainability Division
District Department of Transportation - Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003

Re: Comments to September, 2019 Draft Environmental Impact Statement and Draft Section 4(F) Evaluation – Long Bridge Project

Dear Ms. Chamberlin:

While The Washington Marina Company ("WMC") supports continued improvement to the infrastructure of our nation's railways, WMC has a number of concerns about the DEIS and the conclusions therein, and the potential impact of the Long Bridge Project on WMC. Please accept this letter as the comments of The Washington Marina Company to the above-referenced draft Environmental Impact Statement and draft Section 4(f) Evaluation (DEIS). These comments are equally applicable to both the preferred Alternative Action A and Alternative Action B:

(1) Interference with Pedestrian Access to WMC: The DEIS indicates the Project will include a proposed 4+ year closure of Maine Avenue pedestrian bridge, walkways and sidewalk, dramatically affecting pedestrian access to WMC and the Southwest Waterfront as a whole. The impacts include a doubling of pedestrian walk times from the Maine Ave. traffic circle to WMC. See Section 6.3 of the Environmental Consequences report [the "EC Report"] at Appendix D-3 of the DEIS.

While the construction of a new, ADA-compliant pedestrian ramp seems positive, we have seen first-hand that there is an existing set of steps and bridge leading to the Mandarin Hotel which is hardly used. Further, there was a handicapped stair lift installed when the steps were finished but it was hardly ever used and eventually removed because it was vandalized. The DEIS itself acknowledges that an elevator

in this location is out of service because it hasn't been maintained, and we have no reason to believe the use or maintenance will improve in the future. What the DEIS appears to ignore is that there is no direct ADA-accessible connection from the Mandarin Bridge into the Mandarin Hotel or the Portals. Mandarin guests have to have a room card to go through a locked gate and go up two flights of stairs to enter the Hotel and pedestrians wishing to go into the Portals have to go up two long flights of stairs to the main concourse area. What is the sense of putting in a ADA-accessible ramp on a portion of our property when there is no ADA accessible connection on the other side and the current Mandarin Bridge and steps are hardly used? This is a waste of taxpayer money;

- (2) Interference with Private/Police Vehicle Access to WMC: Similarly, the DEIS reflects that there will be intermittent traffic controls and lane closures (more specifically discussed in Sections 6.3.3.2 and 6.3.4.2 of the EC Report, including major temporary adverse impacts on traffic. The recited impacts include "direct impacts to public safety due to lane closures on Maine Avenue SW, which could inhibit or cause delays for police, fire, and emergency services." See Section 15.4.2.2. of the EC Report. With the expanding development of the Southwest Waterfront, and particularly its residential population, any steps which will impede police, fire or emergency services should be avoided by all reasonable means;
- (3) <u>Interference with Public Transportation Access to WMC</u>: The DEIS advises that the Project will create an adverse impact on Maine Avenue Metrobus, Loudoun County Transportation, and Potomac and Rappahannock Transit Commission bus service to Maine Avenue, SW. See Section 6.3.2.3 of the EC Report;
- (4) <u>Interference with River Access to WMC</u>: The DEIS states the Project will include periodic closure of the main navigation channel of the Potomac River. See discussion in Section 6.3.7.2 of the EC report. We anticipate this will lead mariners to avoid this area and WM for the 40-month anticipated duration of such potential closures, yet there is no mention of such impact in the DEIS; and
- (5) Interference with Visibility of WMC: Visibility of construction (including cranes and barges) and reduced visibility of the Washington Marina will both adversely impact the Washington Marina. Per Section 11.4.2.5 of the EC Report, "Construction activities would be highly visible, disrupting views from both lower elevations, such as the waterfront, and higher elevations, such as Maryland Avenue SW. Several views would be altered and, potentially, partially obstructed, including views from both the Maryland and Maine Avenues SW toward the monuments, toward and from the Washington Marina, and toward the Portals development from 14th and D Streets NW. This would reduce the cultural order of the visual environment in this area. Construction activities in these areas would cause temporary major adverse impacts to visual quality...."

In addition to the foregoing direct impacts to the public's ability to access WMC, the following additional matters adversely affecting the operation of WMC appear highly probable:

- (6) Vibration/noise resulting from construction activities. It does not appear from the DEIS that the effect of noise or vibration on WMC or the piers or sea walls forming part of the WMC facility does not appear to have been considered;
- (7) Additional piers (navigation obstructions) and sedimentation in the river, resulting in loss of habitat and potential impact on migratory species. A significant portion of the WMC's clientele is engaged in recreational fishing, so additional negative impacts on WMC's business are expected; and
- (8) Perhaps most importantly, the DEIS reflects several inconsistent references to scope and impact of temporary and permanent loss of parking at WMC. Per Section 6.3.5.2 of the EC Report, "Loss of surface parking at Washington Marina would be considered a <u>major impact</u> because it constitutes the entirety of the marina's parking" (see also, Section 9.4.1.2 of the report).

Characterization of a portion of this as "temporary" appears misleading as the 4+ year duration should reasonably be anticipated to lead to permanent loss of business to the Washington Marina as slip rentals likely shift to other marinas on a permanent basis. The EC Report later appears to acknowledge this when it recites in Section 14.4.2.2: "Temporary parking for Washington Marina would be established off site for the duration of construction (the location of temporary parking for the marina will be identified later in the planning process as final design progresses and in coordination with the marina). Construction would have a potentially major direct impact to Washington Marina considering both the temporary loss of parking and the inconvenience of the temporary removal of the pedestrian bridge for approximately 5 years. These impacts would be inconvenient for Washington Marina and its patrons and could result in the loss of patrons."

Section 12.4.1.2 of the DEIS incorrectly states this will not affect the function of the land use. This is patently untrue. First, WMC now understands we will temporarily lose our entire parking areas for construction staging as the Project is currently proposed. Nothing in the DEIS shows consideration of any alternative locations for construction staging.

Second, absent long-term parking for boat slip renters, rentals of the boat slips at Washington Marina will not be economically viable, rendering the slips provided at taxpayers' expense basically unusable. This appears to he acknowledged in Section 12.5.1.2, where the DEIS again characterizes such loss of parking as "major adverse direct impact, as temporary loss of parking would impact the use and operation of the business."

Further, approximately one-third of all Washington Marina parking would be permanently lost to relocation of the pedestrian bridge, as acknowledged in Section 6.2.5.2 of the EC Report (see also, Section 18.3.5.1, reflecting loss of 1/3 of such parking). In addition to servicing our recreational and commercial slip customers, the WMC west parking lot provides space for monthly parking and WMC derives significant revenue from these monthly contracts. We currently have approximately 85 parking customers for such spaces, the majority of which are government employees that work at the Treasury building, yet this does not appear to have been considered in the DEIS.

We also note that Section 9.3.1.2 of the EC Report has a different "take" on the impact on the WMC parking, stating "The reconstruction of the pedestrian ramp and the right-of-way needed for the additional tracks would result in minor adverse <u>direct impacts</u> on the western side of the Washington Marina parking lot, causing a loss or relocation of several parking spaces, but still allowing approximately 80 percent of the lot to continue to function as it does in the existing condition." In section 14.3.2.2, the report states the Washington Marina "would permanently lose approximately 20 parking spaces out of 88 existing spaces [23%]. The exact number of spaces to be removed, and the exact impacts to Washington Marina. would be determined as final design advances and through further coordination with Washington Marina. The loss of parking spaces would constitute a moderate direct adverse impact on Washington Marina without mitigation measures. It is anticipated that with mitigation measures, including reconfiguration of the existing surface parking area after the replacement pedestrian bridge is constructed, the net loss of parking spaces would be negligible." For WMC, the loss of even 20 parking spaces used for long-term boat slip renters is likely to erase the profitability of such operations.

Any loss of parking, temporary or permanent would have a devastating impact, not only to our business, but also to the three riverboat companies that currently rent dock space from WMC. If this Project moves forward with taking the WMC parking, we estimate that this alone will cause the loss of 40-50 jobs as a result.

We find it incomprehensible that evaluation of the Project has been going on for years but we were not informed until March, 2019 that a portion of our parking lot would be affected (and then we were led to believe this was only due to the construction of a new pedestrian ramp, not a 4-5 year taking of the parking). It seems clear to us that analysis of the ramifications of taking WMC parking is both incomplete and inconsistent.

Beyond the WMC itself, the DEIS details a variety of impacts to the community at large. Of particular note is the failure of Alternative Actions A or B to comply with the NCPC Extending the Legacy and the Monumental Core Framework Plan, the Federal Elements of the Comprehensive Plan of the National Capital, and the Southwest Ecodistrict Plan, each of which recommend decking over the existing CSXT railroad tracks to enhance

the streetscape, allow for the creation of new development parcels, and restore views along Maryland Avenue SW.

In addition, "Yacht Basin One", established by President Roosevelt and the first model marina in Washington, DC, has been home to the Washington Marina Company since 1951 and the facility in continuous operation since 1941. Neither the historical basis, nor the long-term dedication to this use appears to have been properly considered.

Finally, we note Section 14.5.2 of the EC Report states "The Virginia Department of Rail and Public Transportation, the project sponsor for final design and construction, would *continue* to coordinate with the Washington Marina and NPS to develop appropriate mitigation for adverse temporary and permanent impacts, including potential loss of revenue and patrons due to the temporary and permanent removal of parking, to these establishments due to the Project" (emphasis added). To date, we are unaware of any effort by DRPT to contact the Washington Marina regarding such mitigation for parking or any of the other impacts cited above. Indeed, it does not appear to use that any alternative approaches to minimize such impacts have been considered. This appears to be contrary to both the spirit and letter of the NEPA process.

If you have any questions or concerns regarding this matter, please contact me.

Very truly yours,

THE WASHINGTON MARINA COMPANY

By:

R.L. ("Bob") Stickell,

President and General Manager



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October 28, 2019

Ms. Anna Chamberlin, AICP Long Bridge Project 55 M Street, SE -- Suite 400 Washington, DC 20003-3515 info@longbridgeproject.com

Virginians For High Speed Rail

Dear Ms. Chamberlin:

On behalf of the board of directors and members of Virginians for High Speed Rail (VHSR), I am submitting our public comments pertaining to the Draft Environmental Impact Statement for the Long Bridge expansion project.

Simply put, this project is vital to the sustainability, connectivity, and mobility of millions of Virginians who travel along the I-95 corridor every day. VHSR encourages this project to move forward in an expedited manner.

We strongly support "Action Alternative A" to expand the crossing to four tracks because this alternative is 32 percent cheaper than Alternative B, it can be completed over 3 years sooner, and it has far less impact on our environment. We also believe that there needs to be a continued effort to avoid natural and community resources in the project area where feasible.

Expanding the Long Bridge will allow for the addition of 12 Virginia Amtrak Regional trains, 66 commuter rail trains, eight Southeast Regional trains; adding to the 24 Amtrak trains that use Long Bridge and the Washington to Richmond corridor today. These additional intercity and commuter rail trains will take over 689 million passenger miles off our roads, eliminate the need to burn 20.2 million gallons of gas, and prevent the release of over 180,000 metric tons of greenhouse gas emissions every year. This project will also greatly benefit our economy. The construction of this project will generate \$2.9 billion in economic benefits for the Commonwealth and over \$306 million annually in total output from the increased intercity and commuter rail service which will create/sustain thousands of jobs.

Our primary requests are to make sure that the new Long Bridge corridor is engineered for electrification and to provide cost estimates to electrify the segment in the final EIS.

If I can be of any further assistance, please let me know.

Regards,

Executive Director

Virginia Sierra Club

Comments to District of Columbia Department of Transportation and Federal Railroad Administration on Long Bridge Draft EIS

Oct. 22, 2019

The Virginia Sierra Club supports expanded clean transportation options to reduce greenhouse gas emissions and create more vibrant, walkable communities. We strongly support the Preferred Alternative to build a new two-track bridge, in addition to the existing bridge. We also strongly support the recommendation in the Preferred Alternative to construct a separate bike and pedestrian bridge.

Expansion of Long Bridge to 4 tracks, along with the addition of bike and pedestrian access across the Potomac, is an essential regional infrastructure project that will connect residents and commuters in Maryland, DC and Virginia to economic opportunities, relieve congestion and foster transit-oriented communities. It will increase VRE capacity by nearly three-fold, from 34 to 92 trains per day. It will also enable MARC trains to connect to Virginia, allowing more Maryland commuters to use rail into Virginia and relieving congestion. It will help create a more connected regional transit network, linking MARC with VRE and Northern Virginia Metro services. And it will more than double freight rail capacity, from 18 to 48 trains per day.

The Virginia Sierra Club, Coalition for Smarter Growth and several other organizations released our Blueprint for Better Transportation in Northern Virginia in 2018. The Blueprint recommends a discrete set of transportation investments that will leverage transit-oriented development to allow more residents to walk, bicycle and use transit for everyday trips. The expansion of Long Bridge to 4 tracks is essential to realizing this vision of walkable and bike-able, economically dynamic communities connected to regional transit.

We urge Virginia, the District of Columbia, Maryland and the federal government to assemble the funding needed to expedite planning and construction of the Long Bridge project under the preferred alternative.